THE BUILDER

A RECORD OF ARCHITECTURE AND CONSTRUCTION.

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A QUADRANT AND A QUERY.

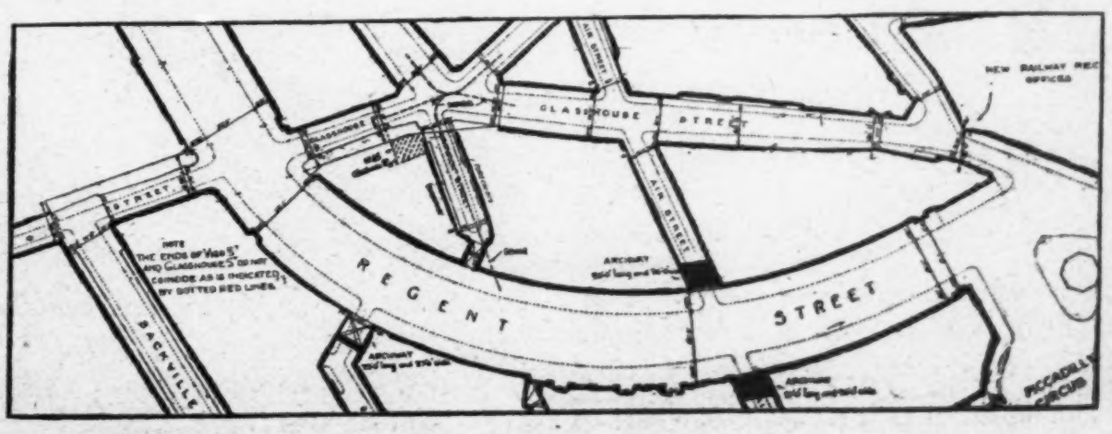
THE treatment of the Quadrant has come into the region of practical politics once more, Sir Aston Webb, Mr. Reginald Blomfield and Mr. Ernest Newton having been jointly consulted, while negotiations have been carried on between the various authorities concerned, which include the Crown and the City of Westminster. The plan which we give below shows the broad outlines of the tentative agreement which has been arrived at, the City Council agreeing to the design submitted and granting the necessary right for building bridges over Air-street on both sides of the Quadrant, as well as Swallow-street and Vine-passage, in order to obtain more building area. They also agree to surrender all rights in and under a portion of Warwick-street, which will be closed, and to acquire at their own cost the leasehold interests in 45, Glasshouse-street. The Crown authorities, on their side, give up frontage land on the south side of Glasshouse-street and the north side of Vigo-street. The rearrangement of the planning of existing buildings involved by the building of the bridges and the widening of Glasshouse-street is to be carried out in sections at any time required by the Crown on or after April 5, 1919, but the widening of Vigo-street is to be done on or after April 5, 1923, when the leases will expire. The area surrendered by the Crown amounts to about 3,607, and the area gained for building purposes (after an allowance has been made for the streets built over) is 5,389, leaving a balance to the good of about 1,782 superficial feet. There is very little comment to be made on this part of the arrangement, which seems fair and reasonable as between the parties concerned, but the proposal suggested on the scheme submitted to the Westminster City Council involves the repetition of Norman Shaw's design, with certain modifications, for the whole of the Quadrant.

When it is considered that the Quadrant is only a portion of Regent-street, and that the greater part of the street is still to be rebuilt, it appears to us to be a cardinal error to accept a general scheme for any new buildings on the lines of Mr. Shaw's scheme, now generally admitted to have been a practical mistake. More than this, it belonged to a type of design *which cannot with advantage be modified.* The arched shop fronts are necessary to give it architectural quality and emphasis, and it is proposed to substitute for them rectangular openings, except where streets occur, where, for some unknown reason the arches are retained although there are columned screens over which are not in keeping with the substructure, the columns being vertically over the haunches of the arches beneath.

It is natural for friends and associates of one who was the greatest of our architects to wish to carry out the work in the manner he proposed; but while fully appreciating such a sentiment, we believe it is mistaken and think the best solution of the problem will be found in a far more radical departure from existing lines. The competition held by us some years ago showed that it is quite possible to design buildings which differ in all essentials from Norman Shaw's work but which would group harmoniously with them, and the solution of the difficulty lies, we are convinced, along such lines, because the portion of Regent-street to be rebuilt is greater than that which has been rebuilt, and therefore it is uneconomical to fetter a scheme because of a past error of judgment.

It may be, as Sir Aston Webb once said in an illuminating speech at a meeting of the London Society, that we must wait until the newly-granted leases again fall in before we can hope for a consistent architectural treatment of Regent-street, and certainly some of the buildings erected there are the work of designers who were working out their problem in "savage isolation"; but it is possible that something might still be done on the lines of the Victoria Government building, which now forms a component part of the new offices of the Australian Commonwealth. The design of the Victoria offices was absolutely out of harmony with the building of which they now form a part, but by the omission of a gable and a few inexpensive changes harmony of design has been re-established; and it is possible that, if a fitting type of design could be adopted for Regent-street as a whole, modifications might be introduced into the fronts of existing buildings which disturb the general unity, and that the cost of such modifications might not be very great. Regent-street, though a shopping centre, designed in plaster by Nash, was probably the finest street in London. Like Augustan Rome, we are replacing it at vastly greater expense but spoiling it in the process. And this in a era in which we are, at any rate, trying to work monumentally!

We fully understand that the proposals made—and we are glad that they are made—are tentative only, but we may express a hope that they will be modified considerably before they reach the stage of execution.



NOTES.

The Covenant to "Paint."

We may draw our readers' attention to a short but important point decided in the High Court in the case "An Arbitration between G. G. Kirklington and J. E. Carter Wood" (the *Times*, December 8). A lease contained a covenant by which the lessee was to paint the leased premises "in the year 1909, and also in the year 1916 if this lease shall so long last." The executor of the lessee under powers contained in the lease had given notice to determine the lease, and it thus came to an end on March 1, 1916. An arbitration was held, and a special case had been stated upon which the opinion of the Court was taken. The lessor was claiming damages for breach of covenant for the omission to paint the premises in 1916, but the executor of the lessee contended that there had been no breach, as the lease gave the whole of the year 1916 in which the duty to paint could be performed, and under the powers conferred by the lease, the lease had been determined before that period had expired. The Court held that although had the lease continued, there would have been no breach on the date in question, none the less there was an obligation on the lessee as soon as that year was reached to perform the covenant, and as the lessee, by shortening the period, had by his own action put it out of his power to perform the covenant after March 1, it was not open to him to contend that he was not under obligation to perform the duty between January 1 and March 1, 1916. The learned Judge was careful to explain that he gave no decision as to whether the case would be the same if, under like circumstances, it had been the lessor who had determined the lease. That case remains therefore to be decided, and it is open to some doubt. In the case decided, as it was held that as soon as the year was reached in which the duty under the covenant had to be performed, there was an obligation on the lessee to perform it, it does not seem at all certain that the lessee would escape that obligation on the reasoning applied in this case, that the period had been limited by the party giving the notice to determine the lease. It is curious to find a point like this on a covenant in an ordinary form still open to question.

Undeveloped Land Duty.

In our Notes for August 25, we referred to the case Ferguson *v.* Inland Revenue Commissioners, in which on land amounting to some 93 acres in all, some brick works had been erected on 49 acres at an initial expenditure of about £36,000, and further sums had been outlaid from time to time. The remaining land was let off partly as pasture land and partly as nursery gardens, and on this portion undeveloped land duty was claimed. It was argued that to obtain an adequate return on the capital expended, the works would have to continue working for 30 years, and that, as only enough clay was unworked on the 49 acres on which the works were situated to carry on operations for five more years, the rest of the land was necessary to the works as a reserve of raw material, and was "developed" by the works. The Court of Appeal, however, on November 24, affirmed the decision of the Court below, and held that undeveloped land duty was payable on the portions now being used as arable land, and as nursery gardens. The decision on the Act cannot be impugned, but we commented on the effects of this legislation in our former Note, and we can add nothing to what we then said, as the facts of this case speak for themselves. During the war there has been a plethora of "emergency legislation," but one obvious war measure has been overlooked. The land valuation scheme might well have been suspended, the loss it involves have been cut, and the staff it employs have been liberated for some industry in furtherance of the war. In times of peace this taxation of so-called undeveloped land on arbitrary lines was a farce, but what can be said in these times of the policy of taxing people for not developing land by building upon it when both labour and material are unobtainable, and when the Ministry of Munitions prohibits all building operations? The tax from being an absurdity is now converted into a gross injustice, and besides this how can the Government be urging every one to turn every available space to agricultural purposes, in view of a possible shortage of food, whilst they treat land so used as undeveloped.

Beddington Hall, Surrey.

Mr. E. H. Bourchier, F.R.I.B.A., as honorary architect, has restored, at a cost of some hundreds, the fine old Tudor hammer-beam roof of the hall. All the decayed oak has been removed and steel has been used to strengthen the principal supports. The panelling and screen (since removed) and the roof are illustrated by Nash. Beddington was the seat in the fourteenth—eighteenth centuries of the Carews, and since of their successors, the Gees and the Hallowells, who assumed the name and coat-arms of Carew. Sir Francis Carew, whose niece married Sir Walter Raleigh, rebuilt the Hall in which he entertained Queen Elizabeth and King James I. Sir Nicholas Carew rebuilt all the house, the hall excepted, in 1707-9; a fire consumed the interior of the north wing soon afterwards. About fifty years ago the Hall with twenty acres of the grounds were sold for £14,500 by the Carew trustees to the Female Orphan Asylum guardians, and shortly after the transfer, the Hall again escaped from a disastrous fire. The adjacent parish church of *temp.* Richard II, was restored 1868-9 by Mr. J. Clarke, who also designed the park lodges, and in 1908 by Mr. H. P. Burke-Downing. It contains some stalls from Merton Abbey, the cenotaph of Sir Francis Carew (1611), and a fine brass, 1432, to Sir Nicholas Carew and his wife. The famous Hall lock, *temp.* Henry VII, the Carew chapel with its oak screen and Sir Richard Carew's monument (1520) are illustrated by Pugin in his "Examples." Three years ago the Asylum governors sold for £700, to an American, the main gates of hand-welded Sussex iron, ascribed to Thomas Robinson, of Hyde Park Corner, 1711, together with two gates from the garden in which orange trees were first reared from seeds given by Raleigh to Sir Francis Carew.

Sale of the Gunter Estate in S.W. London.

Messrs. May & Rowden are instructed by Sir R. B. Nevill Gunter, Bart., to offer for sale at auction next March, all his portion of the Gunter Estate in Chelsea, Brompton, and South Kensington, which yields at present ground-rents to the amount of about £17,200 per annum, and rack-rents of nearly £2,000 per annum. The property lies within the area which is bounded by the Kensington main road on the north, and Fulham-road on the south, having Earl's Court-road and Redcliffe-gardens on the west, and a line drawn from Gloucester-road railway station to the Boltons on the east. The projected sale covers also a large number of shops and business premises in Kensington High-street, King's-road, and Earl's Court-road. The residential quarters comprise nineteen blocks of "courts" and "mansions," with 150 private stables, and some 1,350 houses which are rented at from £40 to £300 a year, situated for the most part in the Boltons, Cromwell-road; Wetherby, Harrington, Courtfield, Collingham, Bramham, Redcliffe and Barkston-gardens; Bolton-gardens, Redcliffe-square and the Grove, West Brompton. Building operations on these lands were begun from sixty to seventy years ago. The part which in that time was known as Little Chelsea, lying on the north side of Fulham-road, is described in Faulkner's "History of Kensington," 1820, and in the charming series of articles, "A Walk from London to Fulham"—which T. Crofton Croker contributed to *Fraser's Magazine*, and which his son, T. F. Dillon Croker, re-printed, with additional wood-cuts by F. W. Fairholt, in 1860. Walnut Tree-walk became Redcliffe-gardens; Honey-lane, by the cemetery, is now Ifield-road; Hollywood-road is named after the old brewery, and the Boltons commemorates Bolton House, where Lewis Lochee and his father after him, conducted their "Chelsea Military Academy." The income now derived from the property amounts to £19,000 a year. The ultimate rack-rental value is estimated to be £176,000 per annum.

Cripple-Gate. FROM A MODEL BY MR. JOHN B. THORP. (*See page* 400).

[Used as a prison for debtors, and rebuilt in 1244 and again in 1491. It was repaired for the last time in 1662 and pulled down in 1780.]

TOWN AND ROAD PLANNING.

A CONFERENCE, held under the auspices of the National Housing and Town Planning Council, has been held at the Leeds Town Hall, delegates attending from districts of Yorkshire, Derbyshire, Nottinghamshire, and North Lincolnshire. The following notes of the proceedings have been taken from a fuller report in the pages of the *Yorkshire Post*:—

Councillor Harold Shawcross, who presided, said it was a truism that there was no way of keeping down the price of land except by limiting its use. If they kept down the number of buildings on the land, and regulated their height, they automatically made it impossible that too much should be charged for the land. The first resolution on the agenda had reference to the need for having ready building and other schemes to afford employment at the end of the war, and urged local authorities to take steps to promote town-planning schemes in their areas.

Professor S. D. Adshead (London University) proposed the resolution. A housing scheme, he held, should follow the lines of modern garden city development. The day had gone by for the long row of standard cottages in a standard street. Sufficient powers already existed, he explained, to enable local authorities to do a great deal, and he recommended that advantage should be taken of them. What they had to do was to take the initial step of getting permission to prepare a scheme. This would set them thinking. The preparation of plans had no legal significance, but it fixed the general disposition of the area well enough to ensure that cottages or mills would not be built in the wrong place.

Mr. A. A. Holgate (Leeds) seconded the resolution.

The Lord Mayor of Hull remarked that much could be done under local by-laws to get rid of standard streets, and he instanced improvements made in his own city.

Mr. H. R. Aldridge (Secretary to the Council) pointed out that, as soon as application was made for permission for a scheme, the area at once came under the control of the local authority.

The resolution was carried.

A second resolution recognised the need for improved arterial road construction and the value of the Town Planning Provisions Act in enabling arterial road schemes to be planned and carried into effect at a minimum cost, and appealed to the Local Government Board for the establishment of a series of district conferences to examine and report on the subject.

Mr. W. T. Lancashire, the Leeds City Engineer, in moving the resolution, said that in many cases our roads were inadequate for present-day traffic. Such large cities as Leeds, Sheffield, and Bradford had learned bitter lessons. They had spent millions in rectifying the shortcomings of the past, and were availing themselves of the powers given by the 1900 Town Planning Act to devise how the remainder of their areas should be developed. Leeds had five schemes in hand, with a total area of nearly 5,000 acres, and there were a further 7,000 or 8,000 acres, or thereabouts, to be dealt with as soon as greater progress had been made with those they had in hand. He could not too strongly urge the need for action, and, personally, he would welcome compulsion in growing areas where the local authority did not move of its own accord. Leeds and other cities had widened their main roads up to the city boundaries, while the smaller communities outside had had a lesser outlook, and had permitted building up to the frontage lines of narrow streets. Later on, when these smaller places had been included within the cities, the enlarged city had had, and had still, to face a great expenditure which should never have been necessary if proper action had been taken.

Between Leeds and Bradford, and numerous smaller towns in the heart of the industrial West Riding, there was, he proceeded, an ever-growing traffic. "Surely," said Mr. Lancashire, "we ought to meet together to anticipate the requirements of the future, before the gradual growth of buildings on the sides of our main arteries makes proper development more and more expensive." Under the town-planning powers, he added, one found that large landowners willingly agreed to provide land for main roads of good width in return for advantages secured in other directions.

Mr. Dawson (Bradford), who seconded, said Bradford had, since 1860, borrowed £2,264,000 for street improvements. Much of this might have been saved if the town-planning powers had been granted earlier.

Mr. Pinder (Hunslet) thought small districts would hesitate before incurring expense on road widening for traffic which was not going to be of direct advantage to them.

Professor Adshead suggested that it was no business of the small local authority to spend money on arterial roads over and above their own requirements.

The Chairman considered that the most feasible solution was to have a controlling authority composed of representatives of the County Council and county boroughs to take charge of the main and secondary roads, fix the position of the new roads, and agree on a scheme which would prevent squabbling between districts.

Councillor Thorpe (Ripon), pointing out that traction-engine traffic had to be diverted to avoid certain bridges, observed that it was a work of art to avoid crossing a bridge which was safe only up to a stated weight.

The resolution was agreed to.

A question having been asked on the previous day as to the proposed amendment of the Finance Act of 1909–10, which, it was complained, had crippled building enterprise, the Secretary made the following statement, explaining the case for the builders in favour of amendment:—"One of the definite objects of the Finance Act was to make the unearned increment on land subject to special taxation, but to leave the profit of the builder—*i.e.*, the profit on his operations as a builder—in the same position as the profit of other manufacturers. In other words, this increment duty was not intended to fall on the builder as a manufacturer, but to operate in the case of owners of land who simply, through the effect of holding land whilst a town developed, reaped a profit. The effect of the Lumsden judgment, however, has been to go beyond the taxation of unearned increment of land, and to levy the special taxation on the profit of the builder. The same point may be stated in another way. The difficulty in which builders find themselves is that, whilst they recognise the honest intention of those responsible for the drafting of the Act was to limit the scope of the Act to the unearned increment of land, and to leave the profit of the builder intact, the Act had been so interpreted by those responsible for its administration, that the builders' profit has been taxed. The matter was contested by Mr. Lumsden, a Tyneside builder, and the view taken by the Government administrators was upheld. The result was that the members of the late Government had to choose between allowing an admitted grievance to remain untouched or to give a pledge that amending legislation should be passed, and they quite readily decided to take the latter course. This is not in dispute; Mr. Lloyd George has definitely stated not only that it was not his intention that the Act should have this effect, but that he was and is anxious to remedy the grievance of the builders by the passing of an Amending Clause or Act. A definite pledge was given to this effect in 1913, and in 1914 this pledge was renewed, and Mr. Montagu, the Secretary to the Treasury undertook to introduce legislation in relief of builders. It is the appeal for the complete fulfilment of this pledge that the delegates to the Conference are asked to support."

The Secretary, in reply, thought it was wise, under certain conditions, to remind Ministers, but with regard to the effect of the Act in specified cases it might be unwise to enter into a discussion now. The Conference had to deal with one definite point, and on that they asked the Government to redeem Ministers' pledges. They wanted to be able to say to the builder, "We desire you to have fair play, to that you may do your best in the interest of the community."

The Mayor of Scarborough brought forward a motion asking the Council to consider and report how the procedure for the acquisition of land for housing and town improvement purposes could be made less cumbrous, costly, and dilatory, "especially where land is being withheld by landowners in order to secure unreasonable prices." He had no desire to take unfair advantage of property owners, he said, but to give reasonable compensation only and secure less delay in the interests of the public.

Mr. Booth seconded.

Mr. Hoffman Wood feared the reference to landowners savoured of setting class against class. In most cities the Corporation was the landowner, and building sites were kept vacant waiting for better prices.

The Chairman ruled that the resolution applied only in a general sense, and he thought it might be accepted. It was thereupon adopted.

A report on this subject was submitted by the Secretary, but, first, the Chairman addressed the Conference on the subject.

The Council, said Mr. Shawcross, believed, after their interview with Mr. Walter Long, that the Government had some comprehensive and drastic scheme in view. If that was so, the Council should consider the whole matter carefully. This was a question of public health. The house inspection carried out as a result of the Act of 1909 had revealed a bad state of things, and he thought the time had come to go a step further and give local authorities power to make schemes for dealing with unfit houses. He thought, however, that there ought to be some time-limit in regard to the destruction of houses which were better than others, also that the property owner should be given reasonable notice. With regard to slum dwellings, he suggested a clearing house for the accommodation of displaced occupants until, after inspection, they were considered in a fit state to take up their abode in new houses. No owner of a decent house would have such families as tenants, and this was a hardship that required to be met. Overcrowding he regarded as one of the most urgent problems, and no kind of minimum wage was likely to meet such cases.

The Secretary, in his report, asked delegates to think over what strategy should be adopted in the attack on the slums, and urged the value of specialising in their respective districts on this matter. The conditions of re-housing, he contended, should be settled first, otherwise the slum conditions would be produced again. His observations included a statement of the problem as it presented itself in (1) a large city, (2) a borough of under 100,000 inhabitants, (3) a mining district, and (4) a rural area, and he noted, among other things, the dual difficulty of the shortage of the supply of cheap houses and the inability of the poor to pay economic rents. Citing the case of Liverpool, he showed how costly the scheme was there, but this, he observed, was the only housing policy which could be regarded as at all satisfactory and effective. Liverpool, indeed, had really solved the problem of re-housing the poorest.

Housing Problem at Lincoln.

A meeting of the Chamber of Commerce was held at Lincoln recently, when Mr. Cottam referred to the question of housing. He quite agreed with one member of the Council who had said that the members of the Housing Committee were rather uninterested in the matter. He had been told that within the next five or six weeks there would be over 1,000 married men coming into Lincoln, most of whom would require houses or lodgings to live in, and the uninterested people on the Council should take a little more interest in that question. The President said there was a magnificent site, which had been obtained on most advantageous terms, and it ought to be utilised.

OBITUARY.

Mr. S. Stevens Hellyer.

We regret to record the death of Mr. S. Stevens Hellyer, on December 8, in his seventy-sixth year, at Berne, Switzerland. He was well known as a pioneer of sanitary reform, and was for many years head of the firm of Messrs. Dent & Hellyer, Sanitary Engineers, of 35, Red Lion-square, W.C., but formerly of 21, Newcastle-street, Strand. The firm dates back to 1730, and was originally established in the Strand. Mr. Hellyer came to London many years ago, from Devonshire, and entered the firm of Messrs. Beard & Dent, in whose business he soon took the leading position. After a few years he was able to put into practice the improved methods of sanitation which he conceived the age demanded for the health and well-being of the nation. He made the subject of domestic sanitation his special study, and, beside planning and executing innumerable sanitary works, both in town and country, from royal palaces to modest country houses, he invented and patented numerous sanitary fittings and appliances which are still regarded as standards, and extensively used at the present day. In the year 1874, Mr. Hellyer became a partner in the firm, which was then known as Messrs. Dent & Hellyer, and in the year 1888, on the retirement of Mr. William Dent, he became the sole proprietor of the business of the firm, and subsequently, in this connection, he was appointed Royal Warrant Holder respectively to her late Majesty Queen Victoria, his late Majesty King Edward the Seventh, and our present king. During the year 1881, when modern methods were rapidly replacing the old, obsolete, insanitary arrangements, Mr. Hellyer delivered a course of free lectures at the Society of Arts for the National Health Society. The lectures were repeated at a later date, and were subsequently published in book form. Mr. Hellyer also wrote a book entitled "The Plumber and Sanitary Houses." It ran through several editions. Then followed a students' book on "Principles and Practice of Plumbing," which became very popular among the younger members of the trade, and was accepted as a standard text book in the technology of plumbing. Mr. Hellyer took great interest in the technological training of plumbers, and was the first examiner in "Plumbers' Work" for the City and Guilds of London Institute about the year 1879, which position he held for five years, and was afterwards appointed Consultative Examiner. His encouragement of the scientific training of plumbers, and demand for the highest skill, was a marked characteristic throughout his strenuous life. Until quite recent years he held the position of Examiner of "Plumbers' Work" for the Carpenters' Company, in connection with the trade classes under its control. Mr. Hellyer stated, in the first of the lectures referred to above, that he was the joint-employer of the largest number of working plumbers of any plumbing house in the kingdom. This will indicate the extent of his influence on the plumbing trade, not only of Great Britain, but of the world, for, during the last forty years, a large number of men who may be described as "Graduates" from the "Old Plumber's Shop," have gone to take up positions in all parts of the world, and so carry forward the good work that will always be associated with the name of Samuel Stevens Hellyer. Those who were intimately associated with him will always cherish his memory, and regard him as a true friend and generous employer.

St. Paul's Bridge.

The Corporation of London, under the powers contained in the St. Paul's Bridge Act, 1913, have acquired the freehold of No. 27, St. Paul's-churchyard. The price paid was just under £30,000. The purchase was carried through by Sir Alexander Stenning & Partners on behalf of the Corporation, and Messrs. Jones, Lang & Co. on behalf of the Duke of Marlborough.

LIVERPOOL'S MISPLACED BUILDINGS.

"Town Planning" formed the subject of a most interesting "talk" by Mr. Sidney A. Kelly, F.S.I., at the weekly luncheon of the Rotary Club, on the 14th inst. Mr. Kelly said if it had not been for the advent of motor road vehicles the congestion of goods traffic on the railways would have amounted to a national misfortune. All this, he contended, was due to the lack of a definite plan, to which also was attributable the fact that Liverpool to-day was required to pay for widening of streets constructed seventy or a hundred years ago at the rate of £250,000 for a quarter of a mile. The adoption of town planning methods, he admitted, was costly in a city like Liverpool, but why, he asked, should there not be a wide street connecting the Cathedral in Upper Duke-street with Castle-street and thus providing a way for civic processions from the Town Hall? But while town planning operations were limited in a city, much good could be done by pursuing them in the country. There was no doubt that town planning on proper lines would lead to better housing and the better provision of open spaces and amenities for those who were fortunate enough to dwell outside the immediate area of the city.—Mr. Arnold Thornely, in the course of the subsequent discussion, endorsed Mr. Kelly's views, and said there were hundreds of first-class buildings in Liverpool hidden away in narrow streets. The Town Hall was a crying example of a misplaced building. Liverpool was simply full of dreadful mistakes. The railway stations were as badly situated as any in the Kingdom, while the Landing Stage, instead of being the front door of the city, was, in its present condition, worse than any back door.—Mr. Kelly, in acknowledging the thanks of the club, tendered to him by the President, expressed the hope that the space at the Pierhead would be developed in keeping with the splendid designs of the buildings erected there, and where, he suggested, Liverpool's war memorial could be placed. He also advocated the construction of fine open spaces before the railway stations as in Continental cities.

At the Arts and Crafts Exhibition.
[This is a very pleasing suggestion for a lead garden ornament.]

GENERAL NEWS.

British Industries Fair.

We understand that arrangements for the holding of the British Industries Fair next year are now complete, and forms of application for space are being issued by the Board of Trade. The fair will be held from February 26 to March 9.

The Late Major H. Phillips Fletcher's Estate.

The estate of the late Major H. Phillips Fletcher, F.R.I.B.A., F.S.I., A.M.Inst.C.E., attached R.F.C., of New Bridge-street, E.C., and Park House, Marden, Kent, who died aged 44 years, on August 3, from an accident when on duty, is of the gross value of £17,077.

The Architectural Association of Ireland.

Mr. Harold G. Leask, President of the Architectural Association of Ireland, occupied the chair at a meeting held at South Frederick-lane, Dublin, recently, when Mr. J. White delivered a very interesting lecture on a tour in Spain in the autumn of 1913. The lecture was illustrated by numerous lantern slides of Spanish architecture, and particularly of the romantic Moorish buildings in Seville and Granada.

Dundee Housing Scheme.

Dundee Housing and Town Planning Committee had under debate recently the improvement of an area in the West Port district. It was stated that the purchase price of the property to be acquired was £35,000, the rental being £3,000, and the area extends to 1.70 acres. Mr. A. W. Paton, the convener, said it was proposed to erect on the area municipal dwellings of one and two rooms, and the building would be supervised from a central station. It was proposed to erect a municipal model lodging-house in the area.

Dublin Reconstruction.

The Dublin Reconstruction Bill has passed its report stage and third reading in the House of Commons. There is reason to believe that the Dublin Corporation is satisfied with the Bill in the form in which it leaves the House of Commons.

The Post Office London Directory.

It is a pleasure to announce the appearance of the 1917 edition of the Post Office London Directory with County Suburbs—the 118th annual issue of the work. In normal times the issue of such an invaluable directory is always welcomed by the professional and business classes, but its appearance at a time of stress like the present—at the usual time and in as complete and useful a form as ever—is calculated to afford additional satisfaction. The book is too well known to necessitate a description of the contents either in full or briefly, especially as no material change has been made in it; but we may mention that a very complete map is prefixed, which is mounted on linen. (This map may be had separately, either mounted on rollers, coloured and varnished; or in case, with index; also in plain sheet form.) With the London and County Suburbs Directories, when issued in combination, a map of the suburban districts is also supplied. The publishers are Kelly's Directories, Ltd., High Holborn, W.C.

Victoria and Albert Museum.

Arrangements were made to repeat, this Christmas, the experiment which was made last year of providing holiday instruction for the more youthful visitors to the Museum; and, with this purpose, a collection of objects likely to appeal to children has been brought together in Rooms 101–103, on the first floor—access by the staircase at the south-east corner of the south court. The exhibition includes examples of children's books, among them several rag books; drawings, by Randolph Caldecott, of subjects which are likely to appeal to children; reproductions of paintings of the story of the Nativity; cradles and children's chairs, principally English; the nineteenth-century dolls' house lent by Miss Miles, which proved such an attraction last year; a case of objects illustrating methods of lighting, including candlesticks, rush holders, tinder boxes and snuffers; and a selection of textiles which will provide material for talks on Chinese art, with special reference to the symbols of good luck associated with the New Year. Among these are two fine brocades of English weaving, showing Chinese motives, made for the Pavilion at Brighton when it was a Royal residence, and lent by Her Majesty Queen Mary. The exhibition began on the 22nd inst., and it was to remain open for about three weeks. As before, Miss Spiller and other members of the Art Teachers' Guild have kindly volunteered to explain the objects in the room to the children, and otherwise assist them to use the Museum.

The Royal Sanitary Institute.

At an examination in sanitary science as applied to buildings and public works, held at Manchester on December 1 and 2, Mr. Herbert Pearson, Morecambe, presented himself, and was granted a certificate. At an examination for Inspectors of Nuisances, held at Manchester on the same days, eighteen candidates presented themselves. The following seven candidates were certified, as regards their sanitary knowledge, competent to discharge the duties of Inspector of Nuisances under the Public Health Act, 1875:—J. H. Amor, Atherstone; Phillis M. Churchill, Sale; Margaret Foden, Macclesfield; R. J. Gratton, Ashbourne; Edith M. Hobdey, Ashton-on-Mersey; Mary Holt, Rochdale; and J. Varley, Huddersfield.

Restoring a Tudor Roof.

At the annual meeting of the Royal Female Orphan Asylum, held on Tuesday at the offices, 17, Buckingham-street, Strand, the committee in their report stated that during the year they had had to meet a serious and unexpected outlay, rendered absolutely necessary by the state of the old oak hammer-beam roof of the hall of the Institution, at Beddington, near Croydon. Late in 1915 Mr. E. H. Bourchier, F.R.I.B.A., the honorary architect, reported upon the dangerous condition of the roof, and measures had to be taken to promptly execute the necessary repairs. The decayed parts of the oak were cut out, and the principal supports reinforced by steel, the cost being very largely increased owing to the rise in the price of materials used; and an expenditure of some hundreds of pounds had to be incurred. Fortunately, owing to the methods of reinforcement employed, the beauty of this fine old specimen of Tudor workmanship, over 400 years of age, was unimpaired and the repair not even visible, so reverently and carefully had the work been done. The builders were Messrs. Dawson & Sons.

THE SURVEYORS' INSTITUTION.

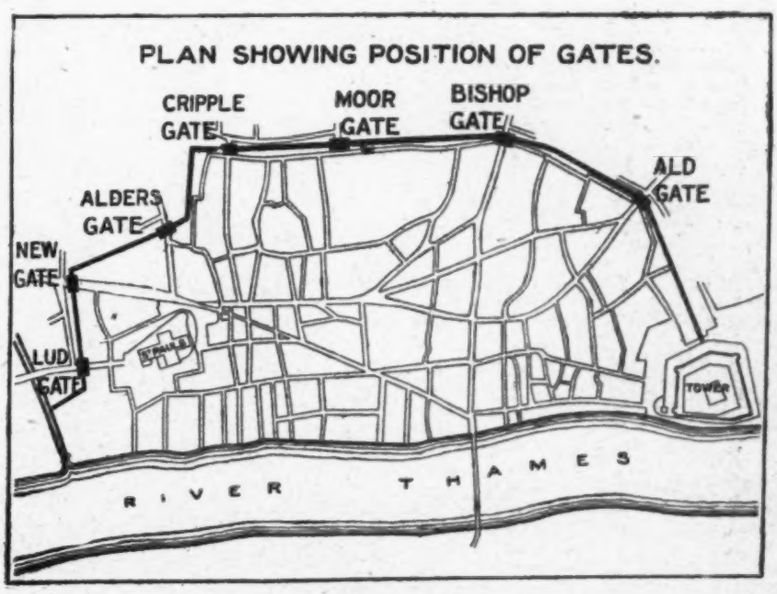
UNDER Section 2 (1) (*b*) of the Military Service Act, 1916, the Legislature recognised that exemption from military service might be justified on the ground that serious hardship would ensue, if a man were called up for army service, owing to his exceptional financial or business obligations or domestic position. In the view of the Council this provision would apply specially to the cases of men who are the sole, or sole remaining heads of businesses, on which they or their families are dependent for a livelihood, and who are unable to find a substitute to carry on their business, which would therefore be ruined if they went. The Council have carefully considered how best they might assist members placed in that difficulty and they have decided:—

1. To set up Boards, both for the London Area and for Provincial Districts, to investigate applications for exemption from members, and to advise the Tribunals thereon. Members called up before the Tribunals are therefore advised to ask that their cases may, in the first instance, be referred to the Board representing their district; and

2. To set up a Court to deal generally with questions connected with the maintenance of the businesses of members called to the colours, and to adjudicate upon differences which may arise between them and other surveyors who may be acting for them.

The Institution has been asked to make it known that surveyors in all branches of the profession, who have now been called up for military service, will be accepted for the 110th Training Reserve Battalion (late 22nd King's Royal Rifle Corps) from which a number of surveyors have already obtained commissions, and in which they will have the opportunity of being trained with other men of the professional classes. The Battalion is stationed on Wimbledon Common. Applications should be made to the British Empire League, Norfolk House, Laurence Pountney-hill, E.C., letters being marked, "Recruiting."

An ordinary general meeting of the Surveyors' Institution was held on Monday, at No. 12, Great George-street, Westminster, S.W., when a paper was read by Mr. K. J. Mackenzie, M.A. (Associate), entitled "Suggestions for the Improvement of Cattle Breeding in Great Britain."



The City Gates. (*See page* 400)

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ILLUSTRATIONS.

New Central Buildings, Nottingham Co-operative Society.

THESE buildings occupy a prominent position in Upper Parliament - street, Nottingham. Designed in the Renaissance style, the main block has a frontage of nearly 100 ft., and is five stories and basement in height. The interior is conveniently arranged, and is very capacious, the depth of the stores running into Bow-street. Broadly speaking, the stores are divided into three large double-fronted shops with communicating doors on each story, and the accommodation on each floor is as follows:—

Basement.—Café with smokeroom, kitchen, scullery, &c., in front; storeroom, heating chamber, fuel store, and strong room at back.

Ground Floor.—Drapery, boot and shoe, and gentlemen's outfitting departments.

First Floor.—Fancy drapery, millinery and mantle departments, offices and strong room with stone staircases from Upper Parliament-street and Bow-street.

Second Floor.—Board room and committee rooms, bespoke tailoring, ready-mades and outfitting.

Third Floor.—Furnishing, despatch room and caretaker's cottage.

Fourth Floor.—Check offices, crockery, glass and household ironmongery.

Ample lavatory accommodation is provided on all floors.

Electric lifts by Wadsworth & Sons, of Bolton, for passengers and goods running from basement to fourth floor, are placed in the centre of the block, and the shed for loading and unloading goods is fixed at back of goods hoist, entered from Bow-street.

The frontage to Upper Parliament-street is faced with terra cotta (made by Hathern Station Terra Cotta Co.), other frontages are faced with local pressed bricks with Hollington stone dressings.

Steel enters largely into the construction of the buildings, all stanchions and girders being encased with concrete, and the basement, ground, first and fourth floors and all flats, are of fireproof construction on the monlithcrete system. The areas and back staircases are built of Allen's glazed bricks, while the walls of the front staircase, entrance, café, smokeroom, kitchen and lavatories are lined with Campbell Tile Company's glazed tiles of artistic design.

The workshop block is built in Bow-street, and is three stories and basement in height, for use as workrooms, stock rooms and meal rooms. Communicating corridors are built at ground and second floor levels; between this workshop block and the main block of buildings, emergency staircases are provided to answer for both blocks, and the space between the blocks is used as shed, the whole being covered by glass roof.

The whole of the buildings are heated by hot water, the apparatus being supplied and fixed by Messrs. Thomas Danks & Co., Ltd., and a domestic supply by the Midland Flushing Co. provides hot water to sinks and lavatories; and a complete sprinkler installation has been fixed by Messrs. Mather & Platt, Ltd.

The fittings and fixtures inside the main block are of the best and most complete and up-to-date description, specially made for the requirements of each department, the shop fitting being chiefly in polished mahogany with mirrors round stanchions, glass counters and showcases (illuminated by electric light) in chief salerooms, all supplied and fixed by the Co-operative Wholesale Society, Ltd., Shop-fitting Department, of Broughton; the C.W.S. Furnishing Department have supplied the fumed oak tables and chairs in café, smokeroom and boardroom; and Messrs. Beckett & Hardy have fitted up the offices in pitchpine and mahogany. The general contractor is Mr. Frederick Evans, of Bulwell, Nottingham, who—in addition to the ordinary general builder's and joiner's work—has fixed all the constructional steelwork, monlithcrete girders and twisted steels, carried out all the concrete work, the teak shop fronts, inner teak doors, teak panelling to boardroom, &c. His subcontractors are: Mason, Mr. John Burton; slater, Mr. A. Wright; plastering and mosaic floors, the Midland Plastering Co.; doloment floors, The British Dolomento Co.; wood block floors, the Acme Flooring Co.; lead lights, Pope & Parr; ventilators, David Rowell & Co.; pavement lights, the Luxfer Prism Co.; plumbing and glazing, the Midland Plumbing Co.; and the painter and decorator's work has been carried out by the Nottingham Co-operative Society, Ltd., Painting Department; and the electric wiring and fittings by Mr. Reynolds; the emergency staircases and palisading by Walter Danks & Co., Ltd. The buildings and fittings have been designed by, and carried out under the supervision of, Mr. W. V. Betts, Licentiate R.I.B.A., assisted by his son, Mr. A. W. Betts, and Mr. Raynor has acted as clerk of works.

The City Gates.

THESE seven photographic views are taken from Mr. John B. Thorp's large model of the City Gates. This model, which was finished in the early part of the present year, has been executed to the scale of one-fiftieth full size, and was exhibited at the Summer Exhibition of the Whitechapel Art Gallery.

The seven gates have been arranged in a row, with a small portion of the city wall and a few houses between each gate, so as to form a complete picture for exhibition purposes. A key plan (reproduced on page 399) is fixed on the base of the model, giving the position of each gate. The whole model is enclosed within a painted background, similar to Mr. Thorp's models of Old London which are a feature at the London Museum at Lancaster House.

Most of the gates were used as prisons, and it is interesting to note that as the two principal ones, viz., Newgate and Ludgate, became overcrowded, Newgate Prison was built to relieve them.

Over the archway of Newgate were three niches, in which were placed figures of Justice, Mercy and Truth; and over the opening in Ludgate was a statue of Queen Elizabeth. This statue is now to be seen over the entrance to the vestry room of St. Dunstan's, Fleet-street. This model of the City Gates has been on exhibition at Messrs. Selfridge's, in the writing room on the third floor.

Indian Saracenic Architecture.

The Jami Masjid at Champanir (India).

Champanir is about 80 miles to the south-east from Ahemedabad in Gujarat and the Jami Masjid or public mosque is situated about 50 yards from the gate of Mahmudabad-Champanir at the foot of Pavagarh hills.

It was built by Mahmud Bagarah in about the early part of the 16th century, and being of later period than the buildings at Ahemedabad, it is one of the finest mosques in Gujarat. It has a quadrangle court in front, with open arcades on three sides (now much ruined) and the whole measures about 178 feet from north to south, by 216 feet west to east. It was entered from the minor porches on the north and south with main entrance to the east.

The east porch or main entrance is decidedly of unusual magnificence. Although much ruined, what remains is a living record of what must have been its architectural merits when complete. It stands on a basement raised to the level of the court within, and is entered by doors on the north and south sides led up to by steps; on each side of these were perforated stone windows. On the east was a projected balcony, of which only the floor, supported by corbels, is left. The centre area (now open to sky) was originally covered with a brick dome, raised on a moulded stone base, and at each corner was a small cupola supported on pillars. The treatment of the outer walls of the court, with plain surfaces, pierced with perforated windows, and the ornamental bands, specially the rosette ornament at the plinth level, so beautifully carved and deeply undercut, shows the exquisite workmanship and great refinement in detail of the period.

E. C. H.

Indian Cenotaphs.

Mahasàti, or place where the sovereigns of the State and their nearest relatives are burned, is generally situated in a secluded spot some little distance from the town.

The Mahasati or Royal Cemetery at Udaipur, the capital of Mewar and the capital of Rajput States, and at Kotah, in Rajputana, are the most magnificent, and being situated in well-wooded places, are most picturesque. Here the cenotaphs exist in great numbers, of all sizes, from the little domical canopy supported by four columns, to the splendid chhatri, whose octagonal dome is supported by 56 pillars. They are quite modern compared with some of the Mohammedan tombs in India. The Hindu sovereigns did not erect their own tombs, as the Mohammedan rulers, but the task was left to their successors.

The tomb of Raja Bakhtawar Singh at Alwar in Rajputana was built about 1815, and illustrates the Bengali curved cornice, supposed to have been derived originally from the bamboo roof. It is situated on the bank of the lake at Alwar and forms a part of its architectural treatment, and the view of the lake from the pavilion is one of the most interesting in India.

E. C. H.

Mr. E. C. Henriques.

Mr. E. C. Henriques, who was so successful an architectural student at Bombay, winning the Government of India Scholarship of £300, is now returning to India after his course of studies in England. After completing his student's training at Bombay, he worked for two years under Mr. Wittet, the Consulting Architect to the Bombay Government, and has now studied for a further year in England under the guidance of Mr. Ransome, late Consulting Architect to the Government of India. It is believed that it is Mr. Henriques' earnest wish to work in the direction of adapting the indigenous styles of architecture in the country to modern requirements, and we offer him our good wishes in his future career.—*Indian Engineering.*

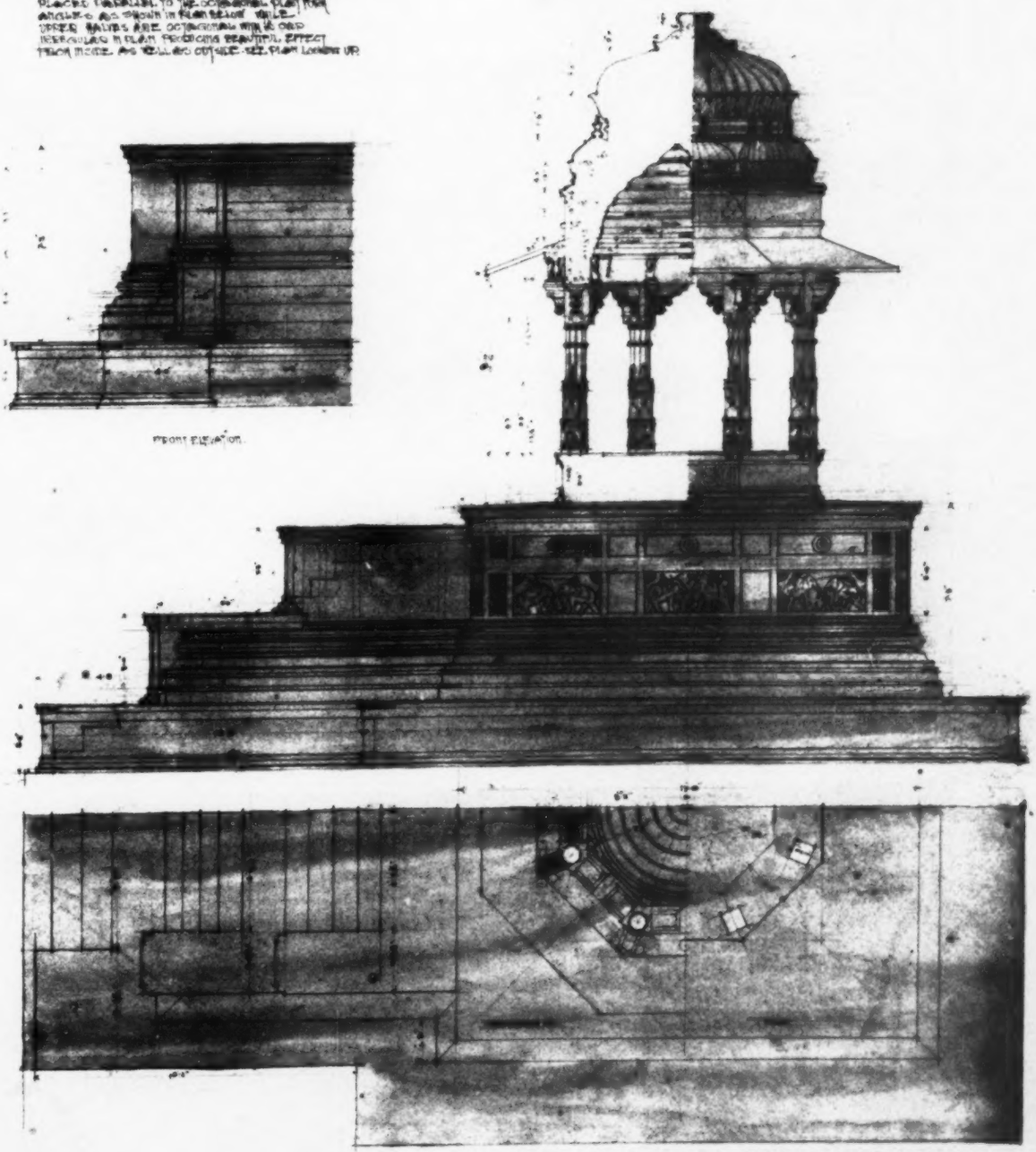
The Modern City.

Mr. Joseph Thorp, addressing the London Society recently, advocated more attention being paid to the smaller matters in the modern city, so as to secure greater order. At present, the rulers were more occupied with great problems, but there were smaller ones—such as the orderly naming of streets and the numbering of houses—on which he would like the Society to concentrate attention rather than on such larger affairs as a new Charing Cross Bridge or the approach to St. Paul's. The question of fog was now present to their minds. It could be got rid of if they stopped black smoke coming from buildings. One firm which had been induced to put improved combustion furnaces in their works saved £3,500 a year in fuel.

A ROYAL CENOTAPH, KOTAH.

NOTE:
THE MAIN STRUCTURE STANDS UPON A SQUARE PLATFORM SIMILAR TO ALL THOSE EXCEPT THE FRONT FACE AGAINST WHICH BUT THE THREE TIERS OF STEPS ARE SEEN IN FRONT ELEVATION SECTION.
THE UPPER HOT PLATFORM IS OCTAGONAL.
THE CARVED PANELS ON THE MAIN SQUARE PLATFORM ARE ARRANGED SYMMETRICALLY BUT DIFFER ON EACH FACE. SEE DETAILS.
THE LOWER PANELS OF COLUMNS ARE SQUARE PLACED PARALLEL TO THE OCTAGONAL PLATFORM ANGLES AS SHOWN IN PLAN BELOW WHILE UPPER PANELS ARE OCTAGONAL WITH AN ODD RECTANGULAR IN PLAN PRODUCING BEAUTIFUL EFFECT FROM INSIDE AS WELL AS OUTSIDE. SEE PLAN LOOKING UP.

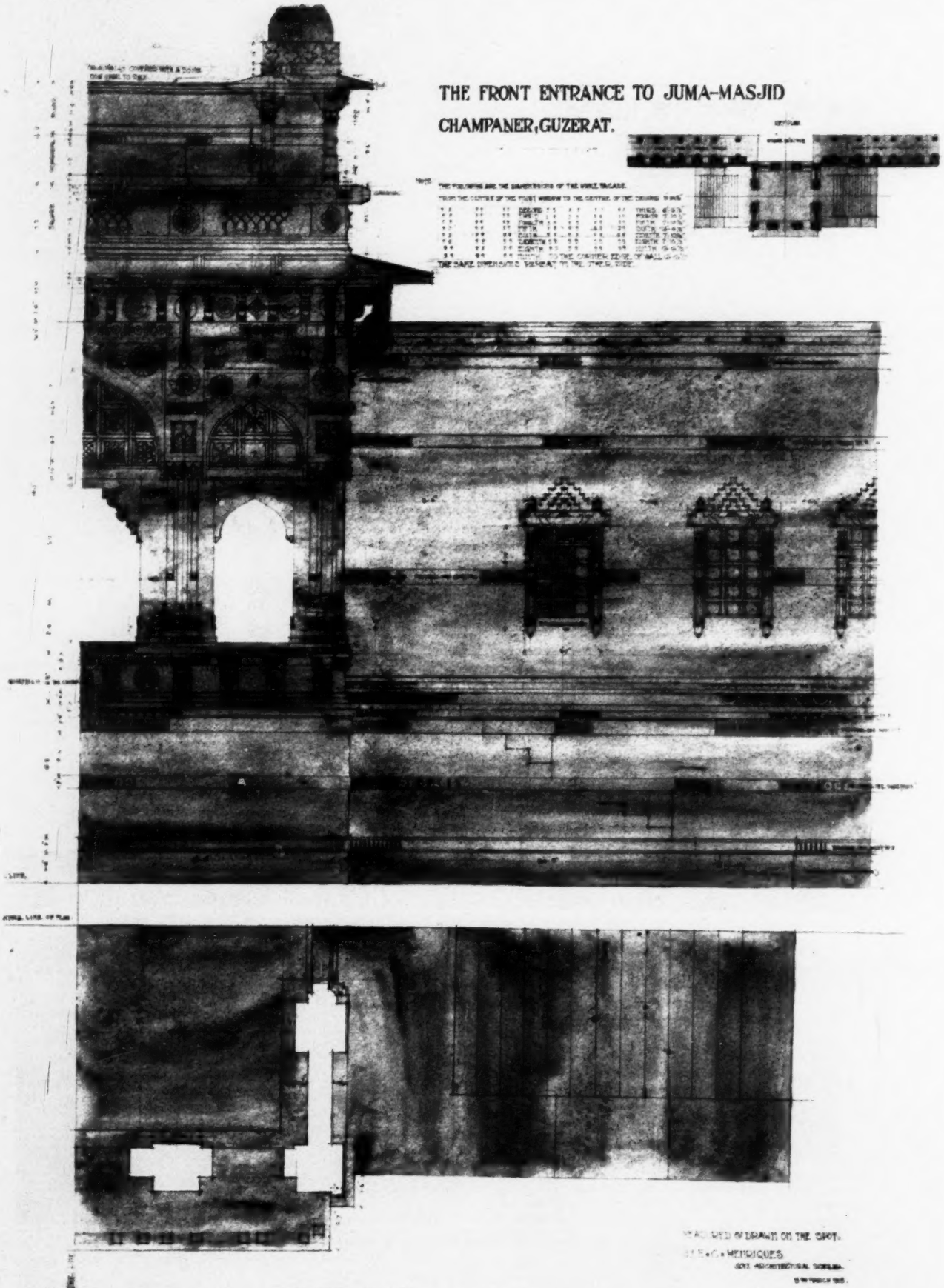
FRONT ELEVATION.



MEASURED AND DRAWN BY MR. E. C. HENRIQUES.

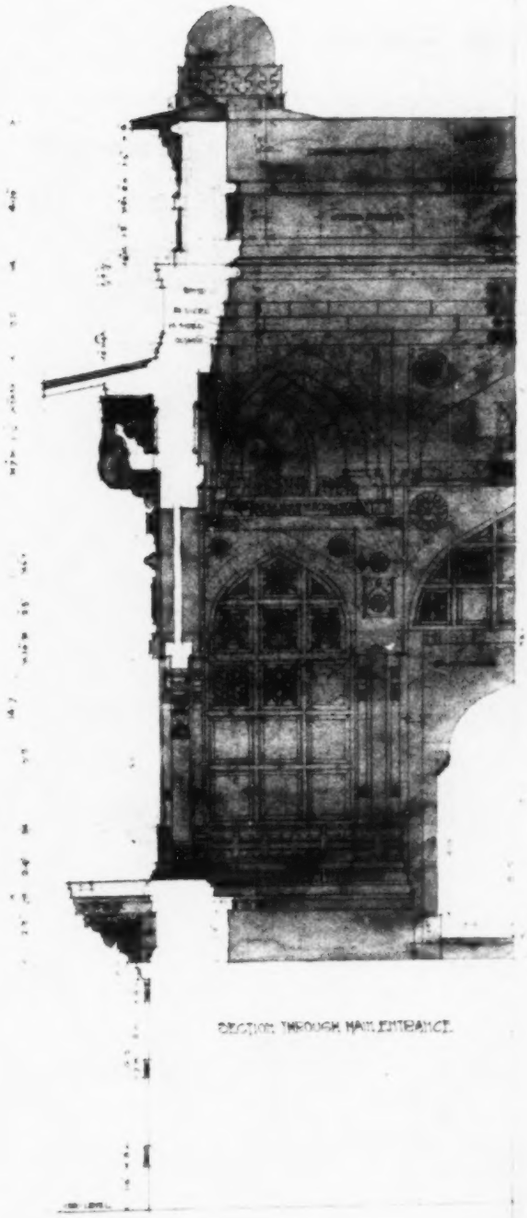
MEASURED AND DRAWN OUT THE SPOT BY E. C. HENRIQUES.

THE FRONT ENTRANCE TO JUMA-MASJID CHAMPANER, GUZERAT.

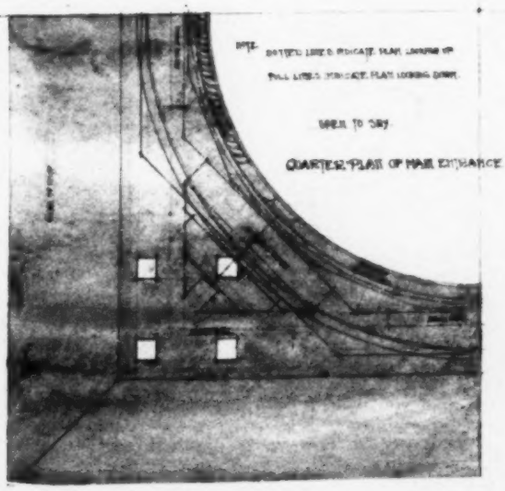


MEASURED AND DRAWN BY MR. E. C. HENRIQUES.

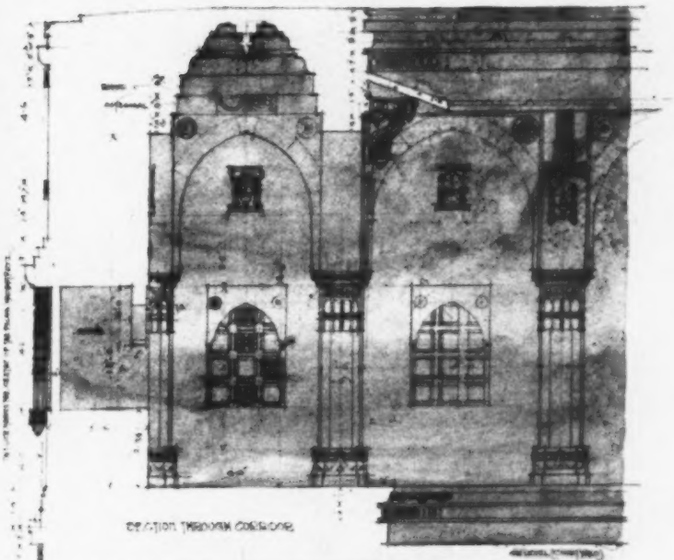
THE FRONT ENTRANCE TO JUMA-MASJID CHAMPANIR, GUZERAT.



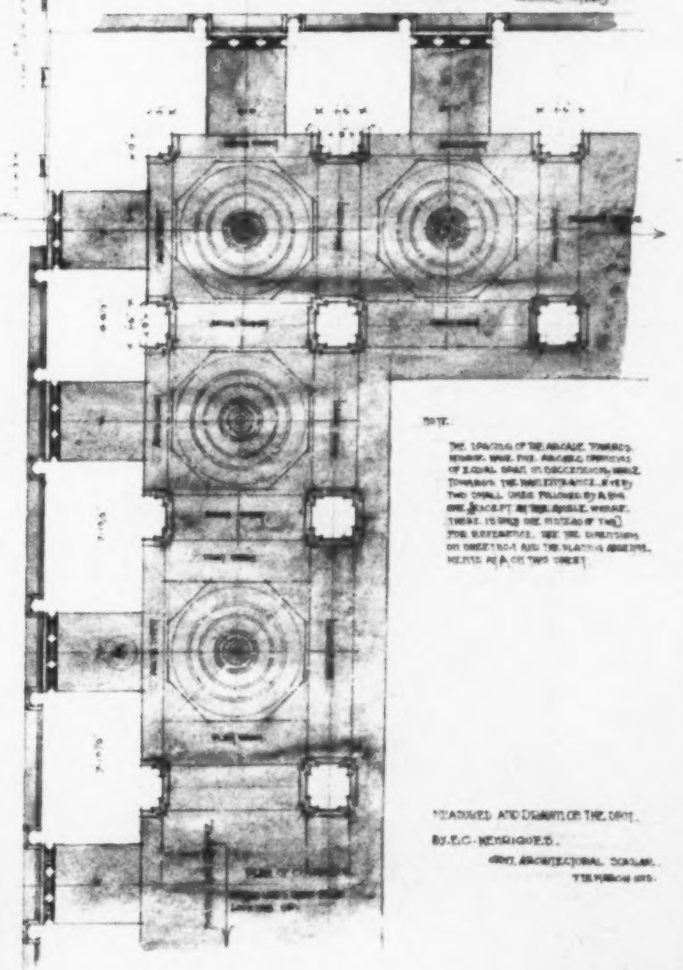
SECTION THROUGH MAIN ENTRANCE.



QUARTER PLAN OF MAIN ENTRANCE



SECTION THROUGH COURTYARD



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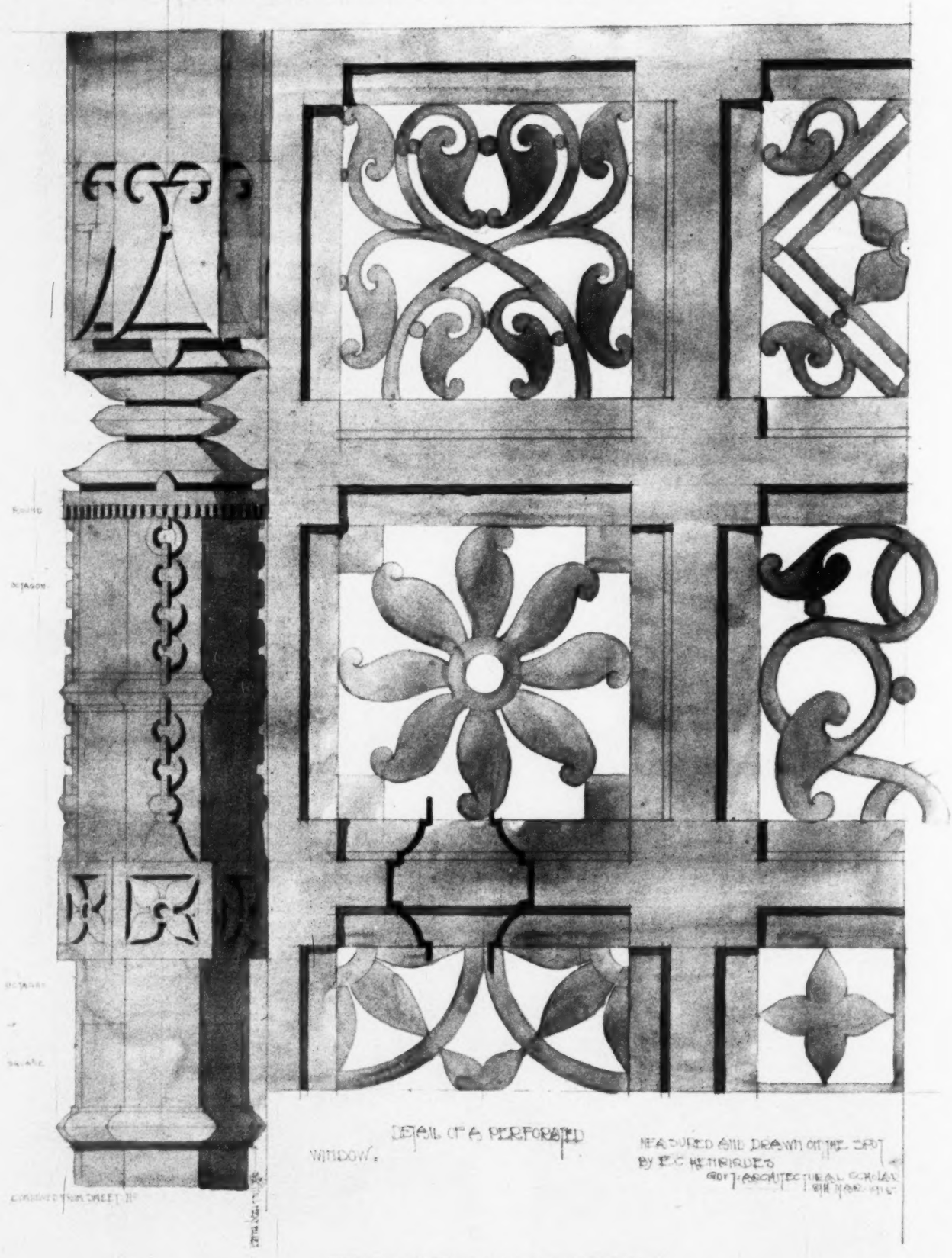
ENTRANCE TO JUMA MASJID CHAMPANIR, GUZERAT.



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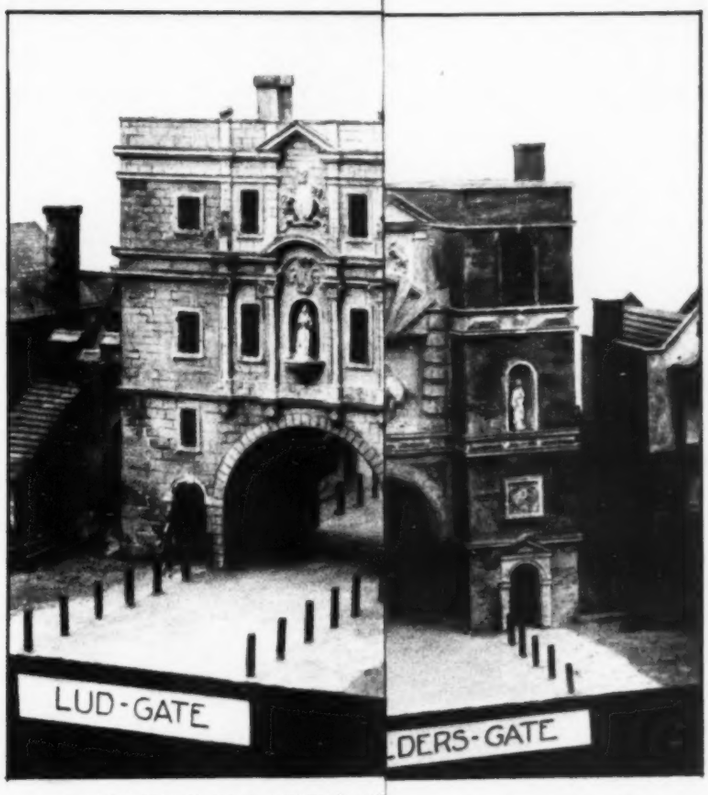
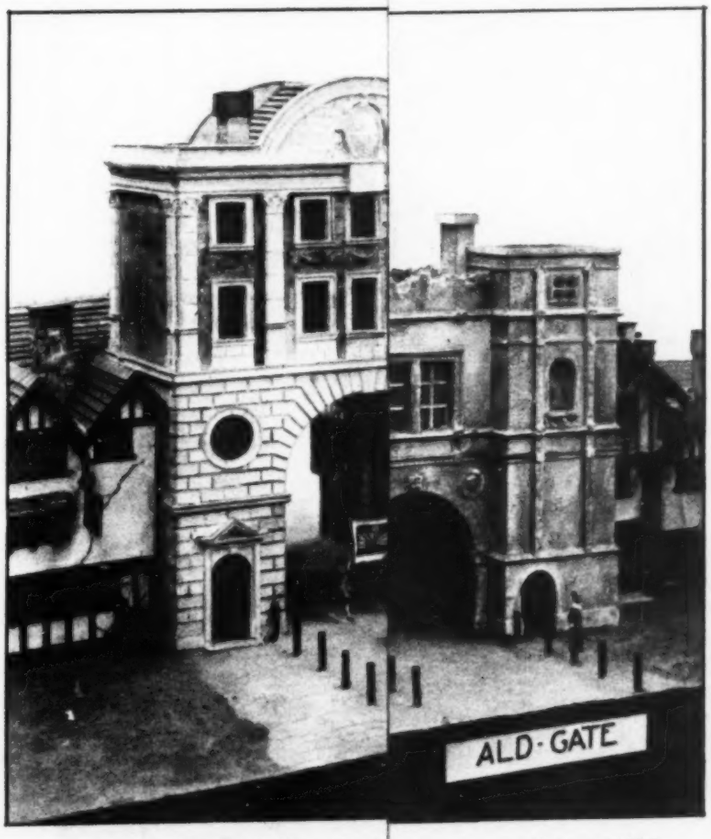


Erected in 1373 and used as a prison for deb
decay and was rebuilt in 1586 having a statu
archway. It was repaired after the Great F

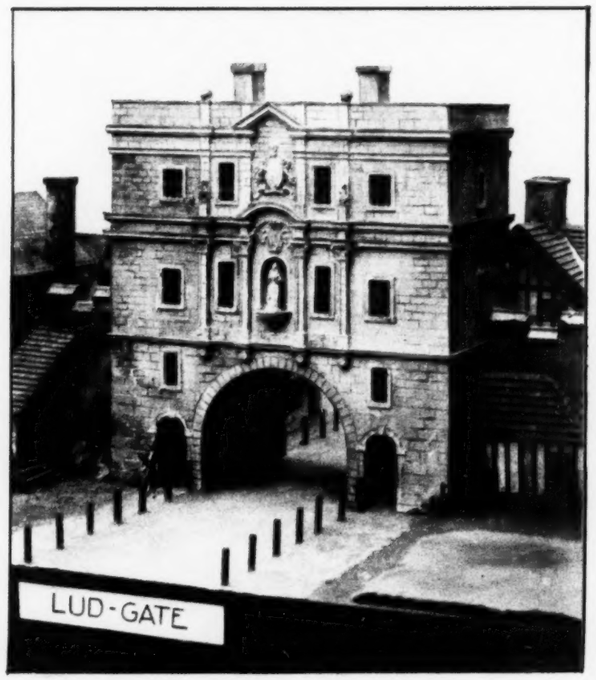
LDERS-GATE

came ruinous and was rebuilt having
hway. The Gate was damaged in the
was demolished in 1761.

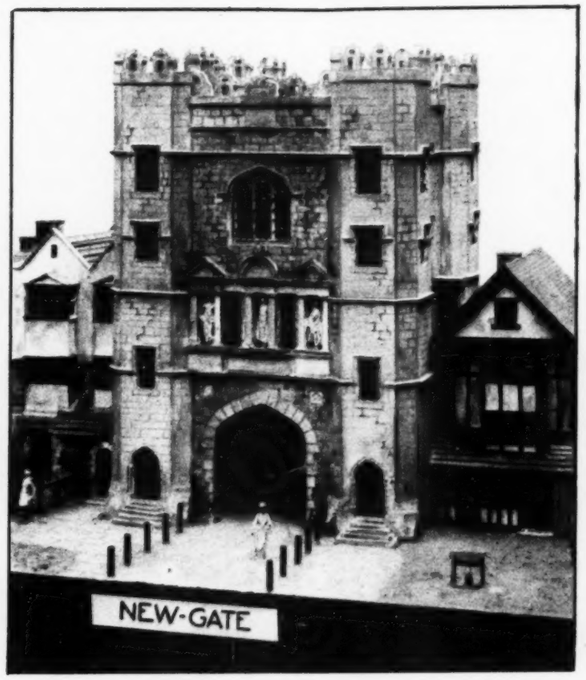


Erected in 1418 and rebuilt in 1674. The arc
than the other Gates to enable processions to
It was taken down in 1768.

ruinous and was pulled down in 1606
in order to widen the street in 1761.

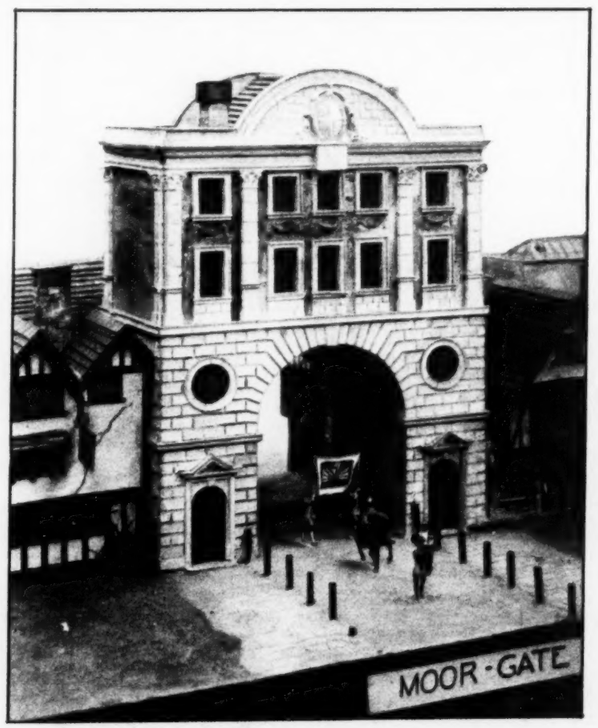


Erected in 1373 and used as a prison for debtors. The Gate fell into decay and was rebuilt in 1586 having a statue of Queen Elizabeth over the archway. It was repaired after the Great Fire and stood until 1760.

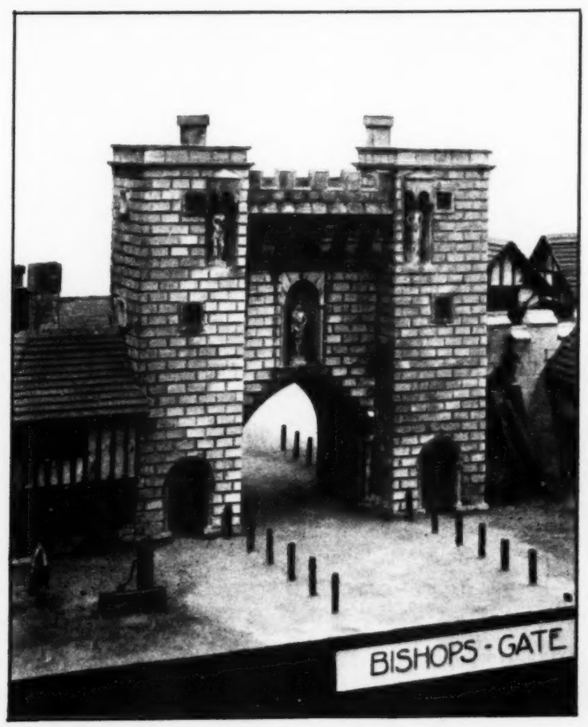


Used as a prison as far back as 1190. It was damaged by Fire in 1666 and destroyed in the Great Fire of 1666. It was afterwards rebuilt and survived until about 1770.

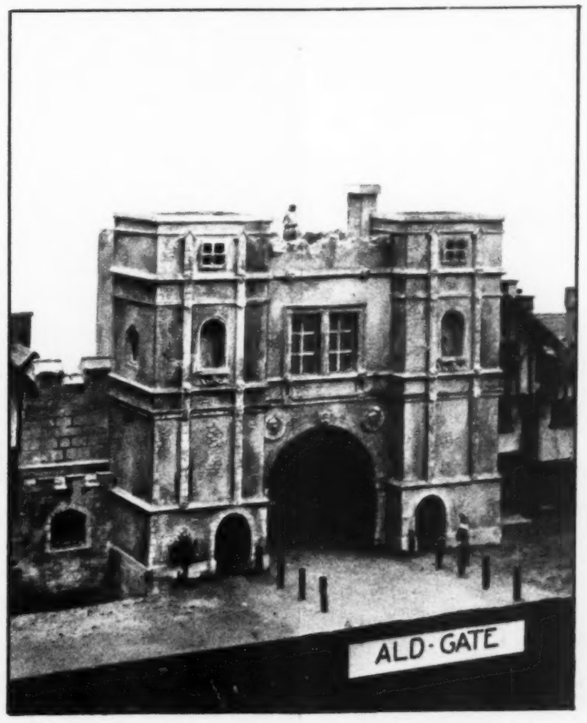
First mentioned in 1343. In 1617 it became ruinous and was rebuilt having a statue of James the First over the archway. The Gate was damaged in the Great Fire and was repaired in 1670, and was demolished in 1761.



Erected in 1415 and rebuilt in 1674. The arch was made much higher than the other Gates to enable processions to pass through with banners etc. It was taken down in 1768.

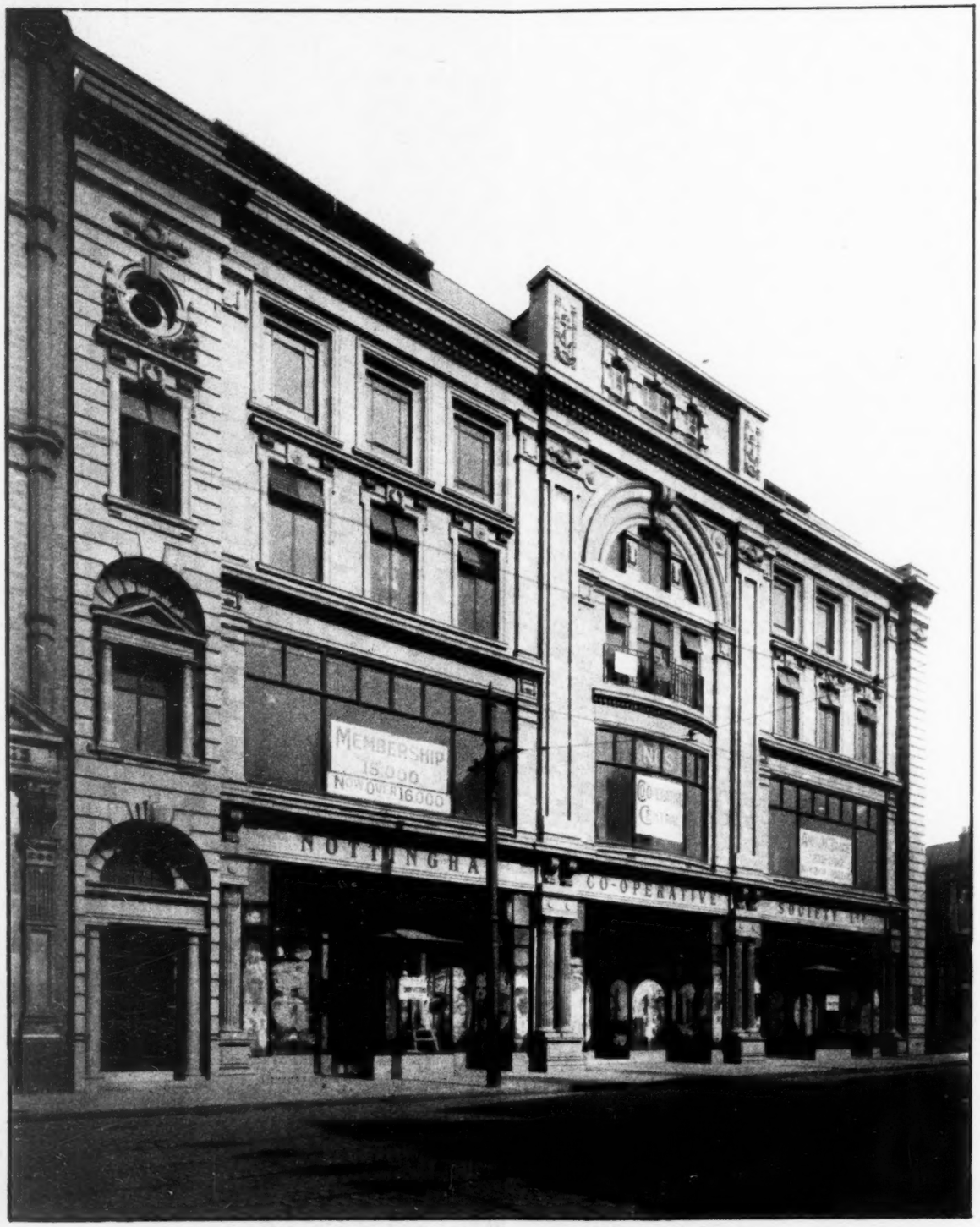


The first mention of this Gate was in 1210. It was rebuilt in 1479. It was in a very bad state in 1731 when it was taken down and rebuilt again in 1738. It was taken down in 1775.



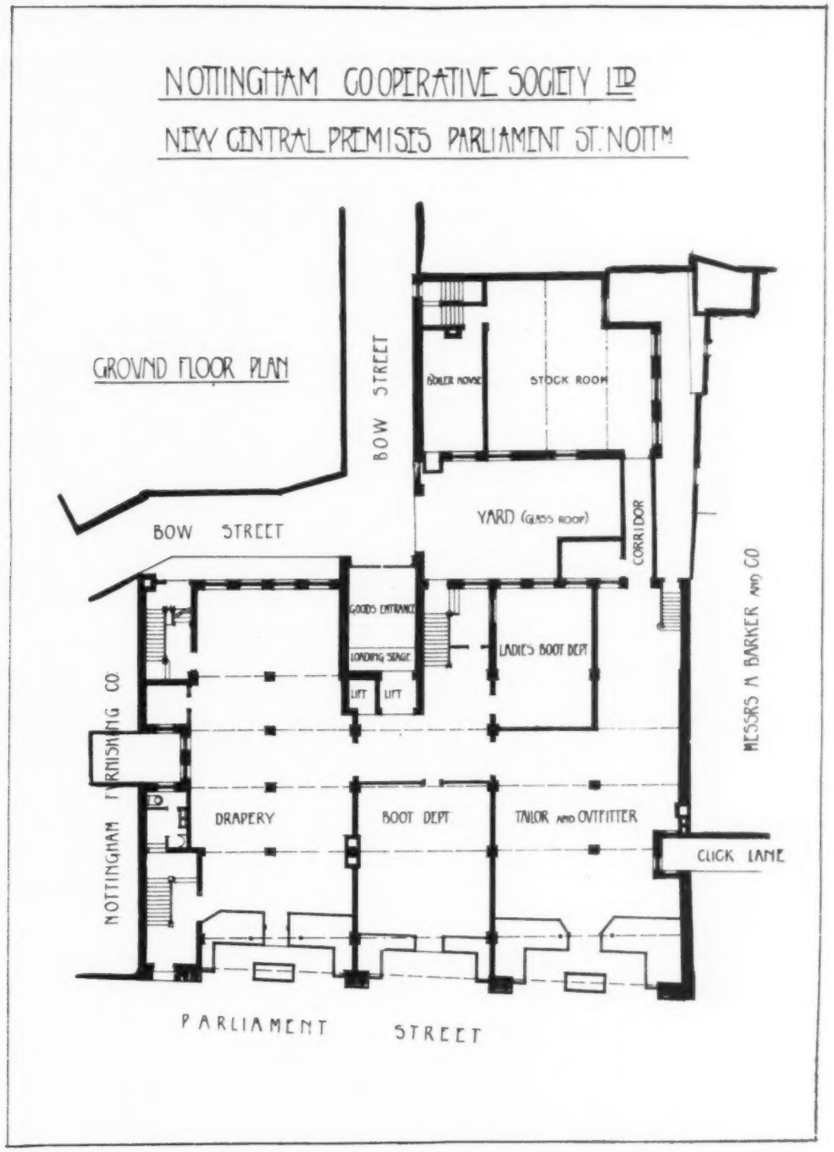
First mentioned in 980. It became very ruinous and was pulled down in 1606 and rebuilt in 1609. It was demolished in order to widen the street in 1761.

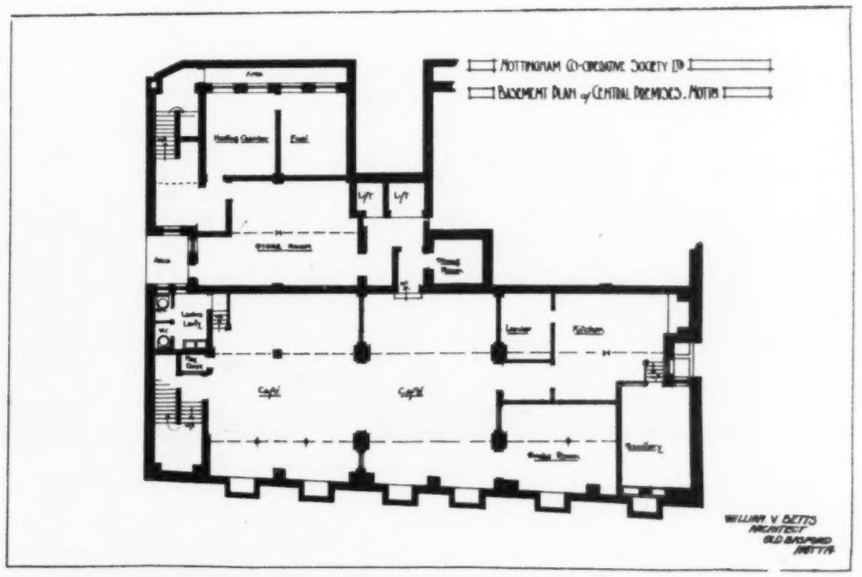
OLD LONDON GATES.—FROM MODELS BY MR. JOHN B. THORP.



NEW PREMISES, PARLIAMENT STREET, NOTTINGHAM.—MR. W. V. BETTS, ARCHITECT.

THE BUILDER, DECEMBER 29, 1916.





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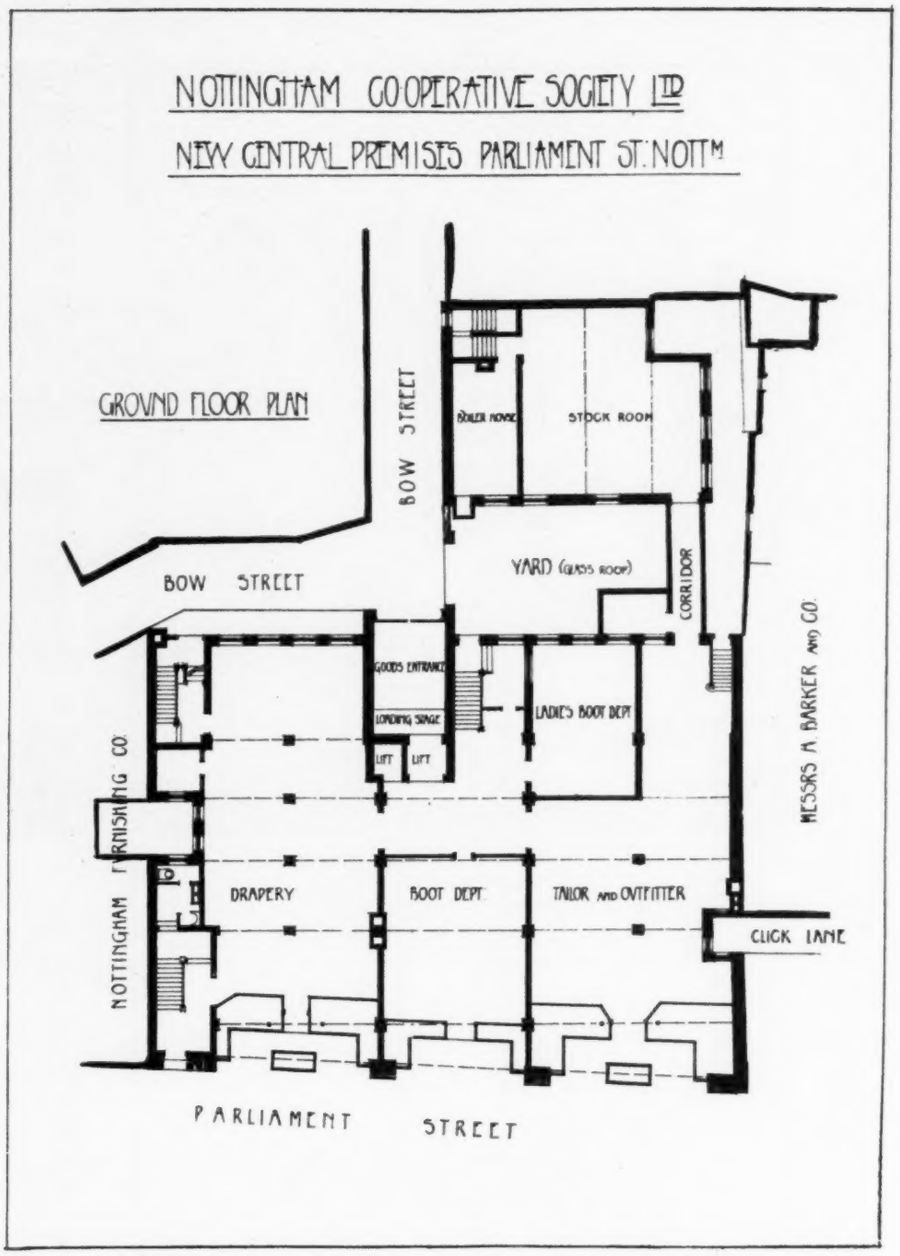
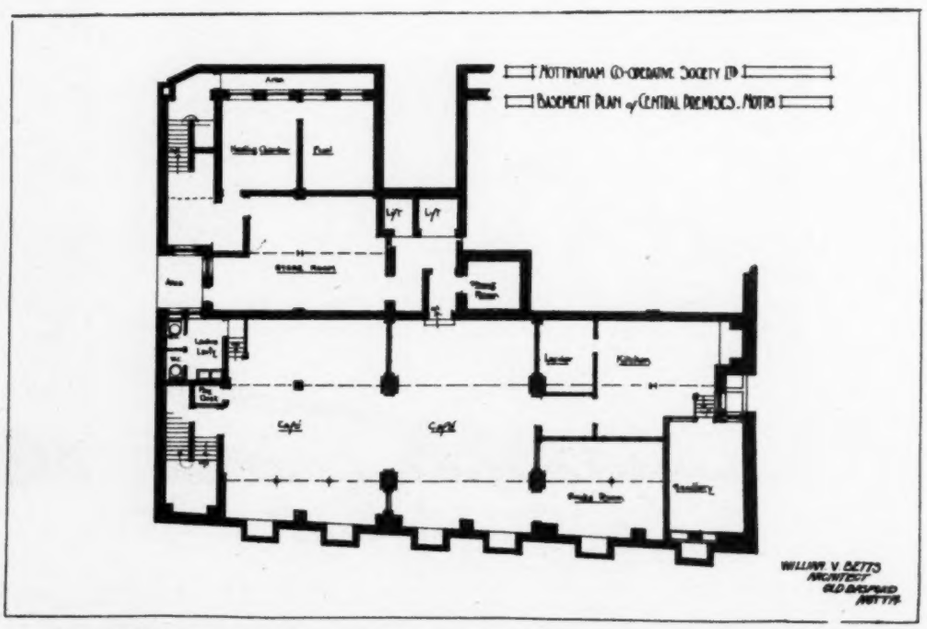




NEW PREMISES, PARLIAMENT STREET, NOTTINGHAM.—MR. W. V. BETTS, ARCHITECT.

THE PROPOSED APPROACH TO ST. PETER'S AT ROME.

By J. SINCLAIR POOLEY.

To the visitor to Rome there is one sight which is obligatory, indeed, is absolutely indispensable, which raises in most cases the keenest anticipation and the deepest interest—that is, the visit to St. Peter's. What, it may be asked, is the result of that interest, of those anticipations when they have been fulfilled? To many—and I will add that I found this true in my own case—the impression has been one of disappointment; slight, perhaps, but still there—the impression of one who has expected something even greater than he has attained.

This impression, I will hasten to add, is not to my mind the final, nor even the true one; it is an impression which slowly melts away as, by degrees and with time, the immense grandeur of the greatest Basilica in Christendom becomes a part of our very consciousness. To explain its existence I will mention here two factors which undoubtedly play a most important part in this first impression of dissatisfaction, even of disillusionment. One of these, and a very important one, is the fact that in this immense building everything is on the same scale of colossal grandeur. The eye is deceived by the very fact that the vast architectural proportions of the building are continued into the gigantic figures in mosaic within the cupola, and even to the cherubs which support the holy water stoops.

To understand the other it is absolutely necessary to know something of the history of this extraordinary building; I will, therefore, ask the reader's patience while I go into this to some extent in detail. Bramante, the original architect, began work on a design in the form of a Greek cross. From all sides the beholder could have a good view of the dome crowning the whole in a great pyramidal composition.

In 1513, the year before the death of Bramante, Giuliano di San Gallo and Raphael d'Urbino, and for two years (until his death) Fra Giocondo, were appointed architects. Differences of opinion existed; and in plan Raphael's was an entirely different type of church, one in which the body of the church, and not the dome, was the controlling feature.

Giuliano di San Gallo kept the dome important as before, but lengthened the church, as a sort of compromise. The reasons for Raphael's and San Gallo's tendency to lengthen the church were probably the tendency to wish to cover the whole of the former church which was destroyed, or to satisfy the desire to have a ground area (18,000 sq. mtrs.) which would be so much greater than others as to make it seem, by that virtue alone, worthy of the greatest church in Christendom.

After the architects I have mentioned came Baldasarre Peruzzi, of Siena, one of the greatest of architects, who re-established the idea of the Greek cross and the cupola-dominated composition. But the sack of Rome left things undetermined at Peruzzi's death in 1536, when Antonio di San Gallo was appointed architect. This latter's scheme was, in plan, a compromise between that of Peruzzi and that of Raphael. San Gallo died in 1546; and Michael Angelo was then appointed architect.

In determining to go back to the idea of the Greek cross of Bramante (and it must be remembered that he and Michael Angelo were not friends) and Peruzzi, Michael Angelo has reaped the praises of critics, architects, and historians ever since his day. He recognised the principle of making the dome absolutely dominating and visible from all points (even reasonably near ones), and willingly continued the conception of Bramante and Peruzzi. A tapestry in the Vatican gives a rough idea of Michael Angelo's own conception; but a careful perspective restoration of this building has never been made. But Michael Angelo did not live to finish his work. He had, however, carried forward his work on St. Peter's so far that it was hoped it would not be further altered; and it was from his design that Vignola della Porta and Domenico Fontana completed the dome.

St. Peter's as it would appear from the New Approach (showing Dome completely).

From 1605-12, Carlo Maderno lengthened the nave—seemingly without scruple or second thought, although either or both of the above-mentioned reasons may have influenced him—into the form of a Latin cross; and erected the present façade, described by John Addington Symonds as a "Masquerade of the façade of Michael Angelo." Maderno probably, indeed most likely, believed that he would not interfere with the control of the composition by the dome when he lengthened the church, but supposed that the dome was sufficiently great to dominate a larger building; but his great error was that his long church, with its great façade, caused the dome to be half hidden, and the small domes to be completely lost to the view of the spectator.

This is the secret of St. Peter's disappointing exterior effect, and, strange to say, should the church be made smaller (the façade pushed back), the effect of the whole would be infinitely grander. Anywhere in the Piazza, even in the remotest recesses, the church appears as a horizontal rectangle with a half-concealed dome jutting out from the centre. The photographs that one buys are practically all of them flattering, being taken from a height of 40 ft. or 50 ft. above ground, and are not a fair representation of what the visitor actually sees.

Since the building of the façade there has been a desire, especially by architects and thinkers all over the world, to improve this disappointing impression; and to the people who can know and picture mentally what the impression of the church in better circumstances would be, an improvement seems a pressing need.

There are two methods, both of which would serve the purpose. One would be to re-establish the design of the Greek cross by abolishing the present façade—which, although it is æsthetically without contention, is beyond the hopes or wishes of anyone to-day, because of the part that the present building has played in civilization and history (in fact, it has become a part of them)—and the other method is to allow the beholder to get back, by means of tearing down some houses between the church and the Tiber, so that he would have the opportunity to get a view of the façade and the three domes together, this being the idea that Bramante, Peruzzi and Michael Angelo had striven to attain. An inkling of the result can be had by standing near the south-west tower of Castello Sant Angelo.

Projects for the removal of these houses were made by Bernini and Borromini, who competed for the Piazza of St. Peter's. But it was Bernini whose drawings for the Piazza were accepted in August, 1657. In the same month the Pope laid the foundation stone. The major portion of the work was done under Alexander VII, but the whole, with 284 columns, 88 piers, and 96 statues, was not completed until the time of Clement IX.

Doubtless Bernini at first thought that by setting his Piazza off at as great a distance as he dared from the church, by means of wings, this would suffice to remake the beauty of the exterior appearance by bringing the domes back into view. In fact, in one of his authentic sketches—but by no means the only one—he shows the elliptical colonnade closed at the farther side by another short colonnade between the Borghi. This was probably the original

Bird's-eye View of Rome showing Proposed Alterations.

idea, as, to commemorate the laying of the foundation stone, Alexander VII had a medal struck on which this design of it is stamped.

Then, after Bernini's death, his pupil, Carlo Fontana, became *doyen* of the architects of Rome. In 1694 he published "Il Tempio Vaticano e la sua Origine." In this publication he advocates pulling down the houses obstructing the view of the domes, in two separate projects, in one of which he advocates destroying the houses only as far as the Piazza Scossacavalli (which, according to some authorities, had been Bernini's scheme), and the other to the Castello Sant' Angelo, forming thus a great avenue-like Piazza.

The destruction of the Torlonia (or Giraud), Cesi and Penitenzieri palaces, as well as that in which Raphael is said to have died, would have been demanded by these schemes of Fontana.

Later on, in 1776, Cosimo Morelli, architect of the Braschi Palace (at one end of Piazza Navona), presented to Pope Pius VI a project for the removal of the island of houses between the two borgos, making for him a plan and a bird's-eye view, which still exists. This scheme did not demand the destruction of any buildings other than those in the "island." The bird's-eye view, however, is not in perfect agreement with the plan, in that the fact that the two borgos are not balanced is slurred over by tricks in drawing.

In August, 1811, the Napoleonic Government in Rome seem to have wished this project, in its principle, put into effect, and ordered the "island" to be destroyed (Gnoli. Archivio Storico, p. 143). The Republican Government of 1849 made no attempt to carry out the above demolition, for, although the Piazza Pia was formed at this time, the motive was independent of this purpose. However, in 1881, the demolition of the "islands" was undertaken, but was laid aside, on account of financial difficulties only. But in 1887 the question was re-opened with the additional demand made that the southern limit should be modified. This, roughly, is the history of the main schemes that have been suggested.

Meanwhile, Rome has gone through a great series of changes in the past twenty to thirty years. Buildings were torn down without sufficient thought and study, and replaced by great bizarre and poorly designed palaces, streets, and districts. It was in the air "to tear down"; and buildings, though often cheap and not too substantial, gave great opportunities for speculators. Things went on in this way for some time. But gradually a group of scholars and students rallied to oppose this group of careless destroyers, until at the present time they form by far the most powerful body of men that concern themselves about these things. They are great enemies of straight vistas and avenues, probably for the most part because by using the curved street they can avoid touching some fine monument or old historical spot.

This is a great credit to them, especially if it is followed with sound thinking; but, as a class, they have become violently extreme. They want absolutely nothing changed or touched. If one of the old masters should return to life and ask to be permitted to complete some unfinished part of his own building, they would probably object, because he was making a change. It would not matter to them whether the change were good or bad. They have become fanatics—fanatics for saving things.

As a matter of fact we find, in 1600 and thereabouts, great palaces like the Palazzo dell' Aquila in Rome (of which sketches in the Uffizzi show the fine façade) were destroyed to permit the working of some purpose of great importance; that Bramante, when the great dome of St. Peter's was built, had to destroy many buildings of architectural merit; and that Bernini, when he built the elegant colonnaded piazza, had to destroy houses and palaces of considerable importance. To-day we can better move, and reconstruct elsewhere, such buildings as are in the way of a project. In the old days they had no thought of moving them. The value of the project, if it appealed to them as a sound, well-weighed proposition, was enough; obstacles were overthrown. That was an age of men of spirit and of calibre. They destroyed, perhaps, a little here and there, but not before weighing the results, and being sure that they could more than repay for the destruction. The present "movement" is to deify these old masters, not to emulate them.

The leader of this movement was Domenico Gnoli, poet, writer, and archæologist. His followers' present leaders of the same movement are clever, able, well-trained men, historians, archæologists, and writers.

Doubtless we owe much to them; perhaps, had they been less violent in supporting their point of view, some things might have been destroyed, but extremes bring about violent points of view where they are not already existing, and make reasoning and weighing of opinions very difficult. Overdoing things may strengthen their opponents, and tend to alienate their friends.

In proposing this tearing down of houses in front of St. Peter's, therefore, as can well be imagined, one encounters not only the arguments of the man who is honestly opposing you on the merits of your scheme, but also all those arguments that this "movement" above described brings to bear on anyone who wants to change the existing state of things, for "even if it should be for the better in most ways," they claim, "these things, bad as they are, are typical, historically and sentimentally, of our city, and they enrich our understanding of our history, literature and art of the past."

One can easily sympathise with this point of view, especially when under the spell of Rome itself. Yet to the man who has a really thorough understanding of the imposing and elegant beauty of St. Peter's, lurking behind the little houses, that, once removed, would allow it to come forth in all its impressive grandeur, all of these people's arguments and annotations of the losses involved seem refutable with stronger and better arguments. But up to now projects were not sufficiently clearly illustrated, and the drawings, even to the trained architect's eye, are often misleading; and, where so many delicate points are involved, they are far from convincing. It can be fairly assumed that these gentlemen have not been as yet convinced that the view of St. Peter's, up the new avenue formed by the destruction of the houses, would be a "re-incarnation" of the St. Peter's as the old masters above mentioned intended it to be.

For these reasons and other minor ones a model was made from the river to the church (about 6 ft. long) showing the complete treatment of the street; and connecting with the scheme several new elements of the plan of the city which are crying for improvement, and which readily harmonize with the rest of the scheme—in fact enhance it.

One of these is the new "Via del Parlamento"—a proposed street for which the property was condemned some years ago, and which is

to be built shortly. This street, by accident, lines up with St. Peter's in such a way as to make the church visible from the Corso Umberto Primo, the main thoroughfare of the city, and at a point in the very heart of the city. This, should the houses before St. Peter's be removed, would bring St. Peter's into actual connection with the rest of the plan of the city, and would give it the fine, dominating importance that it deserves. It would certainly be as fine a vista as one could wish for.

Another element is the new Vittorio Emanuele bridge and the Corso Vittorio Emanuele, which have become very important elements in the city traffic, being as important as any artery after the Corso Umberto Primo.

This avenue crosses the river at 45 degrees to the axis of St. Peter's. At the point where the crossing takes place a piazza is suggested, thus forming a generous connecting point of many streets, and giving the Corso and bridge a termination worthy of their importance, as well as making the Corso Vittorio Emanuele traffic flow smoothly up to St. Peters and to other points on that side of the river.

A model was determined upon as the only clear way to present these suggestions forcibly and convincingly. This model, along with several plans, perspectives, maps and diagrams, was presented before the "Associazione Artistica fra i Cultori di Architettura" in Rome, December 2, 1915, for discussion. A short paper was read, enumerating all the points of contention, and offering as fairly as possible all the objections to each element, as well as all points in its favour.

After the reading of the paper discussion began, and sides were taken. It was determined to discuss the desirability of making the proposed change, and the historical, æsthetic and practical questions involved in it.

There were six important points to touch upon, and all of them were discussed. Some were doubtful as to whether the church would be improved at all. The model should have convinced on this point the most doubting. Some claimed, and among them the well-known architect, Sig. Pio Piacentini, that, in that the domes would gradually become hidden as one approached, the result would be to leave things as bad as ever. You might improve, they said, the building seen from afar; but near by you could see no more of the domes than now.

There is, however, no domed building of importance in the world in which, when close enough, the façade does not make it impossible to see the dome. It ought to be considered a sufficiently great advantage that the present condition, where all points of view are bad, should be so greatly ameliorated as to at least make St. Peter's share the general fate of all of the good and bad qualities of domed buildings, and not to leave it with only the bad ones!

There is a divergence in the two newly formed limits of the proposed avenue; but by flanking the avenue with trees wider on one side than on the other, and becoming large again on the narrow side where they terminate, they would appear balanced. This old objection was clearly overcome to (as it seems) the satisfaction of all present.

The very narrowness of the streets between which are the houses that it is proposed to destroy gives them a character that makes them dear to students and historians. But surely with the changes that, as it happens, have taken place plentifully in both of these streets, this is not a point so important as one might imagine. For in spite of their narrowness, these streets do not retain a very distinctively Renaissance character. However, it must be admitted that, by the nature of the proposal, this must certainly be lost, especially if turned into an avenue flanked with trees.

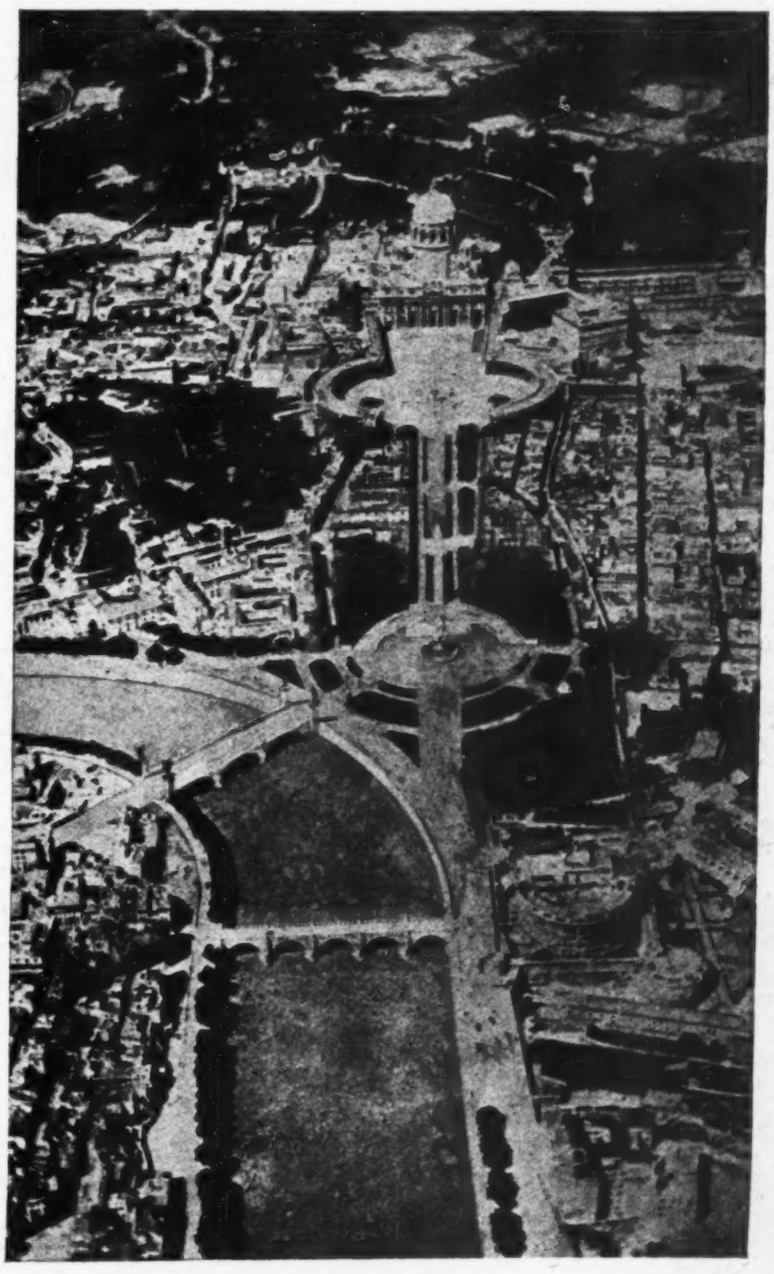
But if the problem of the old character of the streets is a hard one, that of the historical and æsthetic value of the buildings affected is a harder. Unfortunately, although there is some discussion about it, it seems as though Raphael died in one of the buildings to be torn down. Opposite to his averred house is a very small church, San Giacomo, of very little importance, but worthy of mention; a small, incomplete (only part of the first story is left) palace by San Gallo ends the list inside the "island." Already condemned, but also necessary to be destroyed for this proposed improvement, is a small house near to the left colonnade of St. Peter's, with a very plain exterior, but a good courtyard. Besides these, a very little from one wing of the Ospedale Santo Spirito, a fine old building may or may not need to be very slightly shortened—so slightly, however, that the effect would not ever be noticeable.

It is proposed that the houses and church (30 ft. front) in question be moved to the sections adjacent in the sides of the new street, where improvement is bound to come anyway (this has good precedent in Rome, where the Palazzetto of the Palazzo di Venezia was moved with great success from the present Piazza Venezia), killing in this way two birds with one stone, in that the old buildings are preserved, and one insures at the same time the retention of the old character on the two sides of the new avenue.

It is also proposed that the old Palazzo Aquila, torn down in 1600 in this neighbourhood, be rebuilt in this way, so as to retain even further the character of the street. Another palace, a very fine one by Vignola, threatened with being destroyed by the connection to be made by the Via Zanardelli with the Piazza Navona, might also be set up in this section. All this to avoid any possible contamination of the spirit of the new avenue by an incursion of bad modern work.

It is objected, however, that the greatest damage done is not to the buildings that are removed, but to those along the sides that remain, for they lose their old sympathetic surroundings. That is quite true; but they receive back new pleasant surroundings no less sympathetic.

The financial problem is a great one. With the exception of the statement of the problem involved, it was not discussed, because no authorities in that line had at the time made any investigations as to the feasibility of the work. At any rate, the method for doing this



Panoramic View of Proposed Approach.

work would, according to precedent in Rome, be as follows. The city would, by a very efficient Roman law for that purpose, be able to allow a company to buy the land in question, at present values, on a sphere that the improvement would influence. The company would have to do all of the building contracted for on its own capital, repaying itself by means of the resultant augmented rents, sales, etc., in the immediate property involved. That this may have been difficult in years gone by should not be considered a grave matter, because since that time conditions have been greatly modified.

Firstly, the new bridge and Corso Vittorio Emanuele, one of the main arteries of the city, lead right into the heart of this section. Secondly, the Prati, a neighbourhood just beyond this section, has become a very prosperous and thickly populated section in the last fifteen years; besides, another section of the same nature is springing up upon the other (the south side) of St. Peter's. Thirdly, the new street in the heart of the city, the proposed Via del Parlamento, shortens by about half the distance between the section under discussion and the business district. Fourthly, the park-like character of the improvement, with trees, fountains, pools, etc., is in itself a reason for the value of the property to increase, making the financial problem less difficult.

The discussion lasted for about two hours; sides were taken, and the above points were talked about, but with little order or clear purpose. Some that were favourable were impressed especially by the long vista to the centre of the city; others by the improvement in the traffic and street arrangements near the bridge, and by the isolation on the west of Castel Sant Angelo. Others liked the idea of the trees used to equalize the sides of the new avenue, and that worked in well with the Colonnade of Bernini, and made a screen for certain houses and a foil for the church itself.

Objections were made because of the straight long vista, on the ground that it was a development of a later French Napoleonic period—untenable objections, in that long before Napoleon and Riquet, in Rome itself, on those few occasions when whole streets were laid out in Renaissance times, they were straight, the Via Ripetta and Via Babuino, which lead to the Piazza del Popolo, being well-known examples. The back of the street leading to Santa Maria Maggiore in Rome (long before Napoleon's time) is another example that proves that the straight vista was not uncongenial to the great days of the Renaissance.

The Royal Institute of Architects of Ireland.

The annual general meeting of the Royal Institute of the Architects of Ireland was held at 31, South Frederick-street, Dublin. The President, Mr. R. Caulfield Orpen, R.H.A., occupied the chair. The annual report of the Council for 1916 was submitted by the Hon. Secretary and was adopted. The statement of accounts shows the Institute in a strong financial position. Mr. William Kaye-Parry, B.E., F.R.I.B.A., was elected President for the ensuing three years, and Mr. Chas. Astley Owen, B.A., F.R.I.B.A., as Vice-President. The following were elected on the Council for the year 1917:—H. Allberry, R. H. Byrne, F. G. Hicks, A. Hill, A. G. C. Millar, G. L. O'Connor, W. A. Scott, G. P. Sheridan, J. H. Webb. Messrs. Edwin Bradbury and L. E. H. Deane were elected Hon. Auditors. Mr. George O'Neill, 141, Main-street, Bangor, was elected a member of the Institute.

"The Architects' and Surveyors' Diary" for 1917.

Messrs. Waterlow Bros., & Layton, Ltd. (Birchin-lane, E.C.) send us the thirty-sixth annual issue of this excellent and well-known diary. It is a well-arranged and printed diary containing all the features usually found in an annual publication of the kind, as well as information of special interest to architects, surveyors, and others. It is published at 4s. and 6s. 6d., according to diary space and binding.

TOWN PLANNING INSTITUTE.

Mr. J. W. Cockrill (Borough Engineer of Great Yarmouth) presided recently at the rooms of the Institution of Municipal and County Engineers, over a meeting of the Town Planning Institute, when Mr. Harrison Barrow (of the Birmingham Corporation) read a paper on "Housing and Town Planning Requirements at the end of the War."

Mr. Harrison Barrow first urged the necessity of not wasting money and lives in the future by allowing great cities to grow in the haphazard and casual way in which they are now growing. Before the war began there was a shortage of houses, and it was estimated that, at the end, 300,000 at least new houses would be required, whilst there were 600,000 houses not fit for habitation which ought to be pulled down. At 10 to the acre, the 300,000 houses would cover 30,000 acres, or 50 square miles; and if the 600,000 insanitary houses were destroyed and replaced, 150 square miles would be covered. It was essential that these 150 square miles should be laid out on town planning lines. He considered compulsory town planning essential, but he doubted if the first essential of any scheme was the planning out of the main roads, for this led to long negotiation and delay. On the other hand, it was possible, in a comparatively short time, to decide on the number of houses to be built per acre on different zones. He proposed, therefore, that every town and urban district should be instructed to prepare maps showing three zones, viz., (*a*) areas which had been developed for building purposes, where the roads had been constructed and the land completely laid out for building purposes; (*b*) areas where the land had been partially laid out for building purposes, with roads laid out and partially constructed; and (*c*) areas where the land had not been developed for building purposes. The Local Government Board should examine the plans, and give a final decision as to the areas of the zones, and the following maximum densities would be allowed:—(*a*) Not more than 18 houses to the acre; (*b*) not more than 15; and (*c*) not more than 12. In the (*a*) and (*b*) zones, the building line should not be less than 30 ft. from the centre of the road, and in (*c*) zone, not less than 36 ft. Towns should be encouraged to include in their preliminary schemes plans for the widening of all main roads. It seemed unlikely that builders would be anxious to erect houses after the war, but nevertheless houses must be built. Mr. Barrow suggested that the example of Germany might be followed, of municipalities developing land in the suburbs, and if such land was sold to co-partnership societies, building societies, &c., much progress might be made. The municipality might further advance a considerable portion of the cost of the houses to the societies. If it was impossible to obtain houses by these means, the municipality must build itself, and there was no reason why it should not do so successfully.

Mr. G. A. Brodie (City Engineer, Liverpool) expressed the opinion that it was just as important to re-build the central areas as to plan the outer areas. The whole question of main thoroughfares through manufacturing districts was of great importance, and he doubted if town planners were the best people to deal with it. He hardly thought they had the knowledge yet as to what was likely to happen in the future such as would enable them to fix these things closely.

Mr. H. V. Lanchester, F.R.I.B.A., considered they would do much finer work when they had got more complete studies of the difficulties of their great cities. It was essential that before a big road scheme was prepared, some sort of analysis of the existing traffic and its probable developments should be made.

Mr. E. R. Abbott (Ruislip, Northwood) pointed out that in the suggestion of preliminary town planning, there was danger of getting a standard not sufficiently high. He hoped the Institute would make it a bed rock proposition that, except in quite exceptional circumstances, the standard should be twelve houses to the acre.

Mr. H. R. Aldridge said the author had put forward a proposal which, if adopted, meant that all those who had urged "roads first" would have to take a back seat. He realized the difficulty the builder was in in regard to having building schemes held up till the number of houses per acre was fixed, but he thought it would be easy to have power given to the Local Government Board to deal with it.

Mr. F. Litchfield put before the meeting some of the figures of the Copartnership Tenants, Ltd., and challenged any municipal body to show better figures.

Mr. H. E. Stilgoe (City Engineer, Birmingham) said the project put forward was for what he would call a system of the short cut to rapid town planning. The whole point of the paper was that they should be able to plan more rapidly. He did not say plan completely, but to obtain a limitation of the number of houses to the acre. They must go forward with the matter, because there would be a rush of some kind of building after the war, and if nothing was done they would find many districts most unsuitably planned.

Professor S. D. Ashead said he had always advocated a short cut to town planning, but it would be a great mistake to do it by commencing with such incidental details as frontages and matters of that kind. He thought even at this stage it would be a dangerous thing to adopt anything in the nature of general provisions, but where a short cut to town planning should come in would be in the approving of schemes which laid out the general lines of main roads.

Mr. Harrison Barrow, in reply, said that whilst he agreed that the central areas required to be dealt with, still they must see that outside areas were not developed with thirty houses to the acre. If they could only get in on the undeveloped areas and have only 12 houses to the acre, and 72 ft. between the houses, it would be an immense advance on anything they had now.

LAW REPORTS.

King's Bench Division.
(Before Mr. Justice Lush.)

Construction of a Covenant to Paint.

In *re* an Arbitration between G. G. Kirklinton and J. E. Carter Wood.

In this case the question in dispute was as to the proper construction of a covenant in a lease of Kirklinton Hall, Kirklinton, Cumberland, for twenty-one years from March 1, 1904.

The covenant, which was by the lessee, was in the following terms:—

"And will in the year 1909 and also in the year 1916, if this lease shall so long last, paint, varnish and grain all the inside wood and ironwork usually painted, varnished or grained of the said demised premises with three good coats of good oil and white lead paint in a proper workmanlike manner."

The lease continued until March 1, 1916, when it was brought to an end by six months' notice given by the executor of the lessee pursuant to the provisions of the lease. Disputes then arose as to whether the executor of the lessee was liable to perform the covenant in 1916, seeing that the lease had lasted into 1916. The disputes were referred to arbitration, and the arbitrator made his award in the form of a special case for the opinion of the Court as to the liability of the executor of the lessee. The lessor's contention was that the executor was bound to perform the covenant, and, not having performed it, was bound to pay damages for the breach. The executor, on the other hand, contended that the meaning of the covenant was that he had the whole of the year 1916 in which to perform the covenant, and there was therefore no breach until the year 1916 came to an end, and, therefore, as the lease was determined before the lease came to an end there was no liability under the covenant.

Mr. Justice Lush upheld the lessor's contention, and decided that the executor was bound by the covenant, and was therefore liable under the award.

Mr. Eustace Hills appeared for the lessor, and Mr. E. W. Lasington for the executor of the lessee.

THE BUILDING TRADE.

ROADS FOR THE FUTURE.

At the resumed North-western Counties' Conference on housing and town-planning, held in the Memorial Hall, Manchester, a resolution was passed appealing to the Government through the Local Government Board to convene district conferences, similar to those already formed for Greater London, to consider the question of improved arterial road construction in the great industrial areas. Mr. H. R. Aldridge, secretary of the National Housing and Town-planning Council, explained what had been done by the London conferences, and said that a scheme had been prepared outlining the arterial roads which might be needed during the next 100 years within a 20-mile radius. These great new roads ought to be arranged for in connection with town-planning schemes, under which the greater part of the land required would be surrendered by the owners. The chairman of the Manchester Corporation Town-planning Committee, mentioned the scheme for the construction of a new arterial road, which would be eight or nine miles long and 108 ft. wide. The Road Board had promised £60,000 towards the cost, he said, and it was hoped that local authorities outside Manchester would continue the road through their territories. Professor Abercrombie pointed out the importance of improved road communications as a factor in increasing industrial efficiency, especially in view of the probability that railway rates would remain high after the war. A resolution was passed, urging upon local authorities the necessity of pressing forward the preparation of town-planning schemes and of making provision for the erection at the end of the war of working-class dwellings in connection with such schemes.

YORK MASTER BUILDERS' ASSOCIATION.

At the annual meeting of the York Master Builders' and Contractors' Association, held in the Queen's Hotel, Micklegate, York, the following officials were elected: Chairman, Mr. Charles Dent; Senior Vice-Chairman, Mr. George Turner; Junior Vice-Chairman, Mr. T. H. Shouksmith; Treasurer, Mr. W. Usher; and Secretary, Mr. J. Hague.

The Executive Committee consists of the following members: Ald. W. H. Birch, J.P.; Councillor J. Hardgrave, J.P.; Councillor F. W. Birch; Councillor T. Morris; Messrs. J. W. Bellerby, T. Belt, Walter Birch, W. Bellerby, H. Colman, H. Harrison, F. Shepherd, R. Pearson, L. Wray, A. J. Warrilow, F. Rawling, F. R. Gofton, E. G. Walker, W. Mansfield, J. Fairweather, and R. B. Sharp. Ex-officio members, Councillor G. Sharp and Mr. R. Dent. Representatives to Yorkshire Federation, Councillor J. Hardgrave, J.P.; Messrs. C. Dent, G. Turner, T. H. Shouksmith, and W. Usher. Representatives to National Federation, Mr. C. Dent and Mr. T. H. Shouksmith. Honorary Auditor, Mr. T. Belt.

BUILDING IN LEEDS.

The Leeds City Engineer and Building Surveyor, in his return with respect to the buildings erected within the city during the year ended November 30th, states that the total number of houses is only 93, as compared with 176 the previous year. In the number of miscellaneous buildings there is only a slight decrease, 568 having been erected as compared with 577. There is a big decrease, however, in the estimated value of buildings shown on approved plans (exclusive of site value), the amount being £289,286 as against £445,844. The buildings at present in the course of erection include:—Extensions to the General Infirmary, eight factories and works, fourteen extensions to engineering works, one picture theatre, and four additions to factories.

NEW GOVERNMENT CONTRACTS.

War Office.

Boilers—Birmingham Advertising Tablet Co., Ltd., National Works, Smethwick, Birmingham; Clayton, Son & Co., Ltd., Hunslet, Leeds; Cradley Boiler Co., Cradley Heath, Staffs; Davidson & Co., Ltd., Sirocco Engineering Works, Belfast; Farrar Boiler Works, Ltd., Newark-on-Trent; Fisher & Ludlow, Ltd., Rea-street, Birmingham; R. Garrett & Sons, Ltd., Leiston, Suffolk; Haywards, Ltd, 187/201 Union-street, Borough, S.E.; Merryweather & Sons, Ltd., Greenwich-road, S.E. Musgrov & Green, Ltd., 46, Bromsgrove-street, Birmingham; Ogston Motor Co., Ltd., Southfield-road, Acton, W.; G. W. Pearce & Sons, Ltd., Chester-street, Birmingham; Ruston, Proctor & Co., Ltd., Lincoln; T. Thomasson & Co., Shrub Hill, Worcester.

Bolts and Nuts, &c.—Blakemore & Co., Ltd., Atherton, Manchester; F. W. Cotterill, Ltd., Atlas Works, Darlaston; Horton & Son, Ltd., New Alma Works, Darlaston; Nuts and Bolts (Darlaston), Ltd., Foster-street, Darlaston; T. Pittaway & Sons, Blackheath, Birmingham; J. C. Prestwich, Ltd., Atherton, Manchester; C. Richards & Sons, Ltd., Imperial Works, Darlaston; J. Wiley & Sons, Ltd., Eagle Works, Darlaston.

Bricks, Building (Term Contract).—London Brick Co., Ltd., 14, Archway-road, Upper Holloway, N.

Bricks, Fire, &c. (Term Contracts).—Adamantine Clinker and Fireclay Co., Ltd., Little Bytham, Grantham; Bispham Hall Colliery Co., Orrell, Wigan; Martin Bros., Ltd., Lee Moor, Roborough, S. Devon.

Cement.—Associated Portland Cement Manufacturers, Ltd., Northfleet, &c.

Cisterns and Tanks.—Baldwins, Ltd., 35, Orchard-place, Blackwall, E.; Brown, Lennox & Co. (London), Ltd., Millwall, E.; Davies Bros. & Co., Ltd., Crown Works, Wolverhampton; S. M. Wilmot & Co., Ltd., St. Philip's Marsh, Bristol.

Cranes.—Grafton & Co., Ltd., Vulcan Works, Bedford; T. Smith & Sons, Ltd., Rodley, near Leeds.

Glass, Sheet.—Chance Bros. & Co., Ltd., Birmingham.

Huts, Sectional.—W. E. Blake, Ltd., Stevenage-road, Fulham, S.W.; G. Blay, New Malden, S.W.; Bridge, Barrett & Co., Ltd., 26, The Arches, Queen's-road, Peckham, S.E.; Browne & Lilly, Ltd., Thames Side, Reading; J. Carmichael, 331, Trinity-road, Wandsworth, S.W.; W. E. Chivers & Sons, Devizes; F. Chown, Bath Buildings, Bristol; R. Cook & Sons, Crawley, Sussex; A. Fairhead & Son, Enfield; Gladding & Co., Byfield Works, Whitechapel-road, E.; Greenwood & Sons, Bell-street, Edgware-road, W.; Hibberd Bros., 146, Vauxhall-walk, S.E.; T. Higgs, Moore-street, Northampton; F. & H. F. Higgs, Ltd. Hinton-road, Herne Hill, S.E.; Higgs & Hill, Crown Works, South Lambeth, S.W.; Holloway Bros., Bridge Wharf, Grosvenor-road, S.W.; Humphreys, Ltd., 187, Knightsbridge, S.W.; W. Lawrence & Son, 19 Finsbury Square, E.C.; McCormick & Sons, Ltd. Northampton-street, Essex-road, N.; J. McManus, 237 Hammersmith-road, W.; J. Mowlem & Co., Ltd., Grosvenor Wharf, Westminster, S.W.; Rice & Son, 15, Stockwell-road, S.W.; Thornborough & Co., Hampden-lane, Tottenham, N.; Travis & Arnold, West Bridge, Northampton.

Huts, Sectional (Term Contracts).—Barnes & Fryer, Bloomfield-street, Derby; J. Chapman & Sons, Ltd., Rutland-avenue, Leicester; Frazer's Joinery Co., Ltd., Palace Plain, Norwich; F. & H. F. Higgs, Ltd., Hinton-road, Herne Hill, S.E.; J. G. Nutting & Co., 128, Oval-road, Croydon; Thomson & Balfour, Links Saw Mills, Bo'ness, N.B.; W. D. Tucker & Sons, Ltd., Lawrence-road, South Tottenham, N.

Joinery.—Austins (East Ham and Ilford, Ltd., Barking-road, East Ham, E.

Paint.—Aspinall's Enamel, Ltd., New Cross, S.E.; L. Berger & Sons, Ltd., Homerton, N.E.; Burrell & Co., Ltd., West Ferry-road, Millwall, E.; Cornbrook Chemical Co., Ltd., Harriet-street, Stockport; J. S. Craig & Co., Ltd., 97, Portman-street, Glasgow; Dixon's White, Ltd., Albion Wharf, Bow, E.; N. J. Fenner and H. B. Alder & Co., Ltd., Fenner's Wharf, Millwall, E.; Foster, Blackett & Wilson, Ltd., Tyne Lead Works, Hebburn-on-Tyne; Gross, Sherwood & Heald, Ltd., Jenkin's-lane, Barking; James & Co., Ltd., Ouseburn Lead Works, Newcastle-on-Tyne; Jenson & Nicholson, Ltd., Goswell Works, Stratford, E.; Locke, Lancaster and W. W. & R. Johnson & Sons, Ltd., 306, Burdett-road, Limehouse, E.; Naylor Bros. (London), Ltd., Southall, Middlesex; Pilchers, Ltd., Morgan's Lane, Tooley-street, S.E.; Pinchin, Johnson & Co., Ltd., Pinchin's Wharf, Silvertown, E.; Randall Bros., Egham, Surrey; Strathclyde Paint Co., Dalmarnock, Glasgow.

Piping and Fittings, Metal.—E. Bennett & Son. Ltd., 45/51, Leman-street, E.; J. Blakeborough & Sons, Brighouse, Yorks; Ham, Baker & Co., Ltd., Langley Green, Birmingham; Hildick & Hildick, Pleck-road, Walsall; J. Russell & Co., Ltd., Wednesbury; Scottish Tube Co., Ltd., Clydesdale Tube Works, Rutherglen, Glasgow; E. Smith, Ltd., Brunswick Tube Works, Wednesbury; Stewarts & Lloyds, Ltd., Dalmarnock Bridge, Glasgow.

Pumps.—G. Allsebrook & Co., Artesian Works, Crown-street, Reading; Duke & Ockenden, Ltd., Ferry Wharf, Littlehampton; Glenfield & Kennedy, Ltd., Kilmarnock; Hayward-Tyler & Co., Ltd., Crawley Green-road, Luton; Lee, Howl & Co., Ltd., Tipton, Staffs; Merryweather & Sons, Ltd., Greenwich-road, S.E.; Porter & Co., Broadgate, Lincoln; O. Stott, Ltd., Corporation-street, Birmingham; Tangyes, Ltd., Cornwall Works, Birmingham; Worthington Pump Co., Ltd., India House, Kingsway, W.C.

Roofing Felt.—D. Anderson & Son, Ltd., Roach-road Works, Old Ford, E., and Lagan Felt Works, Belfast; Engert & Rolfe, Ltd., Barchester-street, Poplar, E.; F. McNeill & Co., Ltd., Kirkintilloch, Glasgow.

Safes.—J. & E. Bates & Sons, Ltd., Temple-street, Wolverhampton; W. E. Brain & Co., 30, Gt. Tindal-street, Birmingham; S. Cox & Son, Dudley-road, Sedgley; C. Price & Co., Ltd., Wednesfield-road, Wolverhampton.

Sheets, Corrugated Steel.—Baldwins, Ltd., 35, Orchard-place, Blackwall, E.; Ebbw Vale Steel, Iron and Coal Co., Ltd., Ebbw Vale, Mon.; Neath Steel Sheet and Galvanising Co., Ltd., Neath; Pontnewynydd Sheet and Galvanising Co., Ltd., Pontnewynydd, Pontypool, Mon.; J. Summers & Sons, Ltd., Shotton, Chester.

Shelters, Corrugated Steel.—F. Braby & Co., Ltd., Petershill-road, Glasgow; J. Summers & Sons, Ltd., Shotton, Chester.

Shelters, Sectional (Term Contracts).—J. Carmichael, 331, Trinity-road, Wandsworth, S.W.; F. Chown, Bath-buildings, Bristol; Higgs & Hill, Ltd., Crown Works, South Lambeth-road, S.W.; T. Higgs, Moore-street, Northampton; Parnall & Sons, 44/45, Broadmead, Bristol; W. Pattinson & Sons, Ltd., Ruskinton, Sleaford; W. Saint, St. Barnabas-road, Cambridge; G. E. Wallis & Sons, Ltd., Broadmead Works, Maidstone.

Steelwork for Huts.—Wm. Bain & Co., Ltd., Lochrin Ironworks, Coatbridge, N.B.; Bayliss, Jones & Bayliss, Ltd., Victoria Works, Wolverhampton; Davies Bros. & Co., Ltd., Crown Works, Wolverhampton; Hill & Smith, Ltd., Brierley Hill, Staffs; Widnes Foundry Co., Ltd., Widnes, Lancs.

Tools.—Billings & Spencer Co., 8, Long-lane, Aldersgate-street, E.C.; J. Brooks (Lye), Ltd., Locks Works, Lye Stourbridge.

Varnish (Term Contract).—Naylor Bros. (London), Ltd., Southall, Middlesex.

PROPOSED NEW BUILDINGS AND OTHER WORKS.*

In these lists care is taken to ensure the accuracy of the information given, but it may occasionally happen that, owing to building owners taking the responsibility of commencing work before plans are finally approved by the local authorities, "proposed" works, at the time of publication, have been actually commenced. Abbreviations:—T.C. for Town Council; U.D.C. for Urban District Council; R.D.C. for Rural District Council; E.C. for Education Committee; L.G.B. for Local Government Board; B.G. for Board of Guardians; L.C.C. for London County Council; B.C. for Borough Council; and P.C. for Parish Council.

ABERDEEN.—The Aberdeen T.C. has agreed to extensions at the Electricity Works at a cost of £3,500.

ALNWICK.—The R.D.C. has passed plans submitted by Messrs. Graham & Hill, architects, Newcastle, for a proposed temporary pavilion for Mr. A. Scholefield, at Alnmouth.

BRIDPORT.—Proposed works after the war:—The erection of houses for the working classes; the enlargment of the Isolation Hospital.

CARDIFF.—It is reported that one of the North of England iron trade concerns has acquired rights over East Moors, Cardiff, with a view to the construction of extensive works.

CHATHAM.—Plans approved:—A workshop at No. 17, Military, for Mr. F. J. Whittaker; and alterations to drainage at the Empire Cinema, High-street.

CHESTER.—At a recent meeting of the R.D.C. a plan was submitted of the proposed cottage improvements for Mrs. R. W. Ethelston at the Holling, sanction being given. Plans for a new milk factory at Hampton, for Messrs. Reece & Sons, of Liverpool, were also submitted, but adjourned on the question of water supply.

DONCASTER.—The R.D.C. has been informed by the L.G.B. that they had decided to comply with their application for authority to prepare a town-planning scheme for Armthorpe and Kirk Sandall.

EAST HAM.—The T.C. has approved a plan by Mr. Bruce Dawson, for offices for Women's Welfare Superintendent, Cairn Mills, Silvertown.

GOOLE.—The R.D.C. has passed plans for a men's dining room in connection with the new shipyard at Hook.

HALIFAX.—A bequest of £2,000 to erect a Sunday school at Holnfield, near Halifax, was made by Mr. John T. Ramsden.

HEXHAM.—Plans for additions and alterations to Springfield, Corbridge, for Mr. G. Elphick, Newcastle, have been approved.

HITCHIN.—Plans approved:—Temporary recreation room for soldiers, King's Walden, Mr. T. F. Harrison, extensions at Letchworth, Kryn and Lahy Co., foundry; and Lacre Motor Car Co., factory.

HOLTWHISTLE.—The R.D.C. has approved plan for alterations to a cottage at Thorngrafton.

LEWISHAM.—Applications approved by B.C.:—Mr. A. H. Durnford, to build and drain additions at rear of 381, Brockley-road; Mr. J. H. Forbes, additions to drainage system of offices at St. Andrew's Works, Crofton-park-road.

LUTON.—The T.C. have acceded to the application of the Vauxhall Motors, Ltd., to construct two water supply chambers to augment the water supply in case of fire.

NEWCASTLE.—At a quarterly Court of the Newcastle Royal Infirmary, an important scheme of extensions, the probable cost of which will not be less than £50,000, was outlined.

OSSETT.—Plan approved:—Two porches at a house in Woodbine-street, for Mrs. Geo. Oldroyd.

PHILLACK.—Plans have been submitted to the U.D.C. of a proposed glass-factory at Hayle.

PRUDHOE.—The U.D.C. has passed plan, submitted by the Mickley Coal Company, Ltd., for a new Post Office Sorting Office, to be erected at Low Prudhoe.

RICHMOND (SURREY).—Plans passed by the Corporation:—Messrs. Holloway Bros., on behalf of the British Red Cross Society, proposed alterations at Ancaster House, Richmond-hill; the Whitehead Air, craft Co., Ltd., proposed alterations at the Garage-Grena-road; Messrs. W. Eve and Sons, proposed alterations and additions to No. 1, Pembroke-villas, Richmond-green; Whitehead Aircraft, Ltd., proposed reconstruction of latrines at Old Drill Hall Factory, Townsend-terrace; Mr. E. J. Partridge, on behalf of Mr. T. Tyrer, proposed alterations to the Richmond Brewery Stores, Petersham-road.

SOUTHEND.—Plans passed by the T.C.:—Motor Garage, Eastwood-lane, H. Squires; bungalow, Recreation-avenue, J. Hadleigh; drainage to school, Leigh-road, Trustees of Baptist Church; bungalow, Tankerville-drive, C. Lane; bungalow, Westbourne-grove, Miss L. Rossiter; addition, 131, Leigh Hall-road, T. Gaddes; bungalow, Kingswood-chase, G. Humber; conservatory, 15, Tintern-avenue, Mrs. A. Goodman; conversion of house into two houses, Hamstel-road, J. W. Kingsley; conversion of house into flats, 2, Palmera-avenue, J. Edmondson; new staircase, 60, Ashburnham-road, G. S. Harfield; w.c. and urinal, rear of Cheltenham-drive and Cricketfield-grove, Cook, White & Co.; six bungalows, St. George's Park-avenue, T. J. Dennis; and the acting-Piermaster has been authorised to proceed with repairs to the Pier structure.

STOKE NEWINGTON.—The B.C. has acceded to the application of Mr. G. Silvester for the reconstruction of drains at 178, Lordship-road, and of Messrs. R. D. Lown & Sons for the reconstruction of drains at St. John's Vicarage, Gloucester-road.

* See also our List of Competitions, Contracts, &c., on page 408.

RATES OF WAGES IN THE BUILDING TRADE.

THE following are the present rates of wages in the Building Trade in the principal towns of England and Wales. It must be understood that, while every endeavour is made to ensure accuracy, we cannot be responsible for errors that *may* occur:—

—	Masons.	Bricklayers.	Carpenters, Joiners.	Plasterers.	Slaters.	Plumbers.	Painters.	Masons' Labourers.	Bricklayers' Labourers.	Plasterers' Labourers.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Aberdare	9½	9½	9½	9½	9½	9	8	6½	6½	6½
Accrington	10½	10	10	9½	9	10	9½	6½	6½	6½
Altrincham	9½	10½	11	10	8½	11½	10	7½	7½	7½
Ashton-under-Lyne	11	11	10½	10½	9½	11	10	7	7½	8
Barnsley	10	10	9½	9½	9	9½	8½	7½	7½	7½
Barrow-in-Furness	10½	11	10½	10½	10½	10½	10½	8	8	8
Barry	9½	9½	9½	10	—	9	8½	6½	6½	6½
Bath	9	9	9	8½	8½	9	8	6½	6½	6½
Bedford	8	8	9	8½	8	9	6½	5½	5½	6
Birkenhead	1/-	1/-	1/-	1/-	1/-	1/-	11	8	8	8
Birmingham	11½§	11½§	11½§	10½§	11½§	10½§	10½§	8½§	8½§	8½§
Bishop Auckland	9	9	9	9½	11	9	8	6½	6½	7½
Blackburn	10½	10½	10	10	9½	11	9½	7½	8	8
Blackpool	11	9½	9½	9½	8½	9½	9½	6	6	6
Bolton	10½	11	11	10½	10	10†	9½	6–7	7	7½
Bournemouth	8½	9	9	9	8½	9	8½	6½	6½	6½
Bradford	10½†	10½†	10†	10½†	10†	10†	9½†	8†	8†	8†
Bridgwater	6½	6½	6½	6½	6½	6½	6	4	4	4
Brighton	9½	9½	9½	9½	—	9½	8	7	7	7
Bristol	11	11	11	11	—	11	10	8½	8½	8½
Burnley	10½	10½	10½	9½	8½	9½	9½	7	7½	7½
Burton-on-Trent	9½	9½	9½	10	9	9½	8½	7	7	7
Bury	11	11	10½	9½	10	10½	10	7	7½	7½
Cambridge	9½	9	9	9½	9½	9½	7½	6	6	6
Cardiff	10½	10½	10½	10½	10½	10½	9½	7½	7½	7½
Chatham	8½	10	10	9½	9½	10	8½	7	7	7
Chelmsford	8	7½	8½	9	—	7½	6½	5	5	6½
Cheltenham	9½	9½	9½	9½	—	9½	9½	6½*	6½*	6½*
Chester	9½	10½	10	9½	9½	10½	9½	6½	7	7
Chesterfield	9	9½	9	8	9	8½	8½	5½	5½	5½
Colchester	8	8½	8½	9	8	9	6	5½	5½	5½
Coventry	11	11	11	10½	11	11	10	8½	8½	9
Crewe	7½	8	7½	9	8½	8½	8	5½	5½	6
Darlington	9½	10	10½	10½	10	9½	9	7	7	7
Derby	9½	10	9½	9	9	9½	8	7	7	7½
Doncaster	9½	9½	9½	9½	9½	9	8	6½	6½	7½
Dudley	8½	10	10	8½	8½	8	7½	6½	6½	6½
Durham	9½	9½	9½	9½	10	9	8½	6½	6½	7
East Glam. and Mon. Valleys	10	10	10	10	—	—	9	7	7	7
Exeter	8	8½	8½	8½	7½	7½	7½	5½	5½	5½
Folkestone	8½	9	9	9½	8½	9	8	7	7	7
Gloucester	8	9½	9½	8½	8½	9½	8	7	7	7
Grantham	8	8	7½	7½–8	7½–8	7	6½	5	5	5
Grays	—	11	11	—	—	11	9½	9	9	9
Grimsby	9	9	9½	9½	9	9	8½	7	7	8
Great Yarmouth	8	8	8	—	8	8	6½	5	5	—
Halifax	10	10	9½*	9	9	9	9½	8	8	8
Harrogate	9½	9½	10	9	8	10	8½	6½	6½	6½
Hartlepools	10½	11	11	11	11	10½	9	8	8	8½
Hastings	8½	8	8	8½	8	8	7	6½	5½	6½
Hereford	8	8	7½	8½	8	7	7	5½	5½	5½
Huddersfield	11	11	10½	9½	10	9	8½	7½	7½	7½
Hull	11	10½	10½	10½	10½	10	9	8½	8½	8½
Ipswich	8½	9	9	9	9	9½	7½	6	6	6
Lancaster	10½	10	10	10	9	10	9	6	6½	7½
Leamington Spa	9	9	9	8½	9	9	8	6½	6½	6½
Leeds	10½	10½	10½	10½	10½	11	9	8	8	8½
Leicester	10½	10½	10½	10½	11	10½	9	8	8	8½
Lincoln	9	9½	9½	9	8½	8½	8	6	5½	6½
Liverpool	1/-	1/-	1/-	11½	11½	1/-	10½	8	8	8
Llanelly	9½	9½	9½	8½	9	8½	8	5½	5½	5½
London	1/0½	1/0½	1/0½	1 0½	—	1/1	10	9	9	9
Loughborough	9	8½	9½	9	9	8½	8½	5½	5½	6½
Luton	9½	9	9½	8½	9	8½	7½	6½	6½	6½
Maidstone	9	9	9	9	9	9	8	6	6	6
Manchester	11	11	1/-	1/-	10	1/-	10½	7½	7½	8½
Mansfield	8½	10	9½	8½	—	9½	9	7	7	7
Merthyr Tydfil	9½	9½	9½	9½	9½	9	8½	6½	6½	6½
Middlesbrough	10½	11	11	11	11	10½	9	8	8	8½
Newcastle-on-Tyne	11½	11½	11½	11½	11	10½	10	8½	8½	8½
Newport, Mon.	10	10	10	10	8½	10	9½	7	7	7
Northampton	10	10	10	10	10	10	9	7½	7½	7½
Norwich	8½	8½	8½	8½	8	8½	7½	6	6	6
Nottingham	1/-	1/-	1/-	11½	11½	1/-	10	9½	9½	10
Oldham	11	11	11	10	10	10†	9½	7½	7½	7½
Oxford	9½	9	9	9	8	9	8	6½	6½	6½
Plymouth	9*	9*	9*	9*	9*	9*	8½	7*	7*	7*
Pontypridd	9½	9½	9½	9½	9½	9½	9	6½	6½	6½
Portsmouth	10	10	10	10	10	9	8	7½	7½	7½
Preston	10½	10½	10½	10½	10½	11	9½	6	7	8
Reading	9	9½	9½	10½	—	9½	8½	6½*	6½*	6½
Rochdale	10½	10½	10½	10	9½	11	9½	7½	7½	7½
Rochester	8	10	10	9	9	10	8½	7	7	7
Rugby	10	10	10	10½	8½	10	9	7	7	8
St. Albans	9	9	9	9–10	9	9–10	8	7	7	7
St. Helens	9	9½†	10†	9½	9½	10½	6	6½	6	7
Scarborough	9	9½	9	8½	8	9	8	7	7	7
Sheffield	10½	10†	10½†	9½	10½	11	9	7½	7½	7½
Shrewsbury	8½	9½	9½	9½	—	8½	7	6½	6½	6½
Southampton	10½	10½	10½	10½	10½	10½	9½	7½	7½	7½
Southend-on-Sea	9	9	9	9	P'cework	9	7	6	6	6
Southport	11	10	10½	10	10	10½	10	7	7½	7½
South Shields	11½	11½	11½	11½	11	10½*	10	8½	8½	8½
Stockport	11	10½	10½	10½	10½	10	9½	7	7½	7½
Stockton-on-Tees	10½	11	11	11	11	10½	9	8	8	8½
Stoke-on-Trent	10	10½	10	10	—	9½	9½	7	7	7½
Stroud	8	8	8	8	7½	7½	7½	6	6	6
Sunderland	11	11½	11½	11	11	9½	9½	8	8	8½
Swansea	10½	10½	10½	10½	10½	9	10	7½	7½	7½
Taunton	7	7	7	7	—	6	6½	4½	4½	4½
Torquay	8	8	8	8	8	8	8	6	6	6
Wakefield	10	10	9*	9½	8½	9	9	7½	7½	7½
Walsall	10½	10	10	10	9½	10	8½	7½	7½	7½
Warrington	8½	10½	10½	10½	8½	10½	9½	6½	6½	6½
West Bromwich	11	11	10	10½	—	10	8	8	8	8
Wigan	10½	11	10½	10	9½	10½	9½	7	8	7
Windsor	9	9	9	10	—	9	—	6	6	6
Wolverhampton	10½	10½	10½	11	8	10	9	7½	7½	7½
Worcester	8½	9½	9½	9½	9	9½	8	6½	6½	6½
York	9½	9½	9½	9½	10	9½	8½	7	7	7

The Masons' rate given is for bankers; fixers usually ½d. per hour extra.
*War bonus of 2s. per week granted. †War bonus of 3s. per week granted. ‡War bonus of 2s. 6d. per week granted.
§ 1d. per hour extra for men engaged on munition work.

PRICES CURRENT OF MATERIALS.

[Owing to the exceptional circumstances which prevail at the present time, prices of materials should be confirmed by inquiry.—Ed.]

*** Our aim in this list is to give, as far as possible, the *average* prices of materials, not necessarily the highest or lowest. Quality and quantity obviously affect prices—a fact which should be remembered by those who make use of this information.

BRICKS, &c.

	£ s. d.
Per 1000 Alongside, in River Thames.	
Best Stocks	2 2 0
Picked Stocks for Facings	2 14 0
Per 1000, Delivered at Railway Depot, London.	
Flettons	1 13 0
Best Fareham Red	3 12 0
Best Red Pressed Ruabon Facing	5 5 0
Best Blue Pressed Staffordshire	5 7 0
Do. Bullnose	5 12 0
Best Stourbridge Fire Bricks	7 0 0
GLAZED BRICKS—	
Best White, Ivory, and Salt Glazed Stretchers	13 7 6
Headers	12 17 6
Quoins, Bullnose and 4½in. Flats	16 17 6
D'ble Str'tch'rs	18 17 6
D'ble Headers	15 17 6
One Side and two Ends	19 17 6
Two Sides and one End	20 17 6
Splays and Squints	18 7 6
Second Quality, £1 per 1,000 less than best.	
	s. d.
Thames Ballast	8 3 per yard, delivered.
Thames and Pit Sand	9 6 „ „ „
Best Washed Sand	10 0 „ „ „
¾ in. Shingle for Ferro-Concrete	8 6 „ „ „
Per ton, delivered.	
	£ s. d.
Best Portland Cement	2 5 0 .. 2 8 0
Do. £2 1s. alongside in 80-ton lots.	
Ferrocrete 2s. 6d. per ton extra on above.	
Best Ground Blue Lias Lime 1 5 6 at rly. depot.	

NOTE.—The cement or lime is exclusive of the ordinary charge for sacks.

Grey Stone Lime ..... 10s. 0d. per yard delivered.
Stourbridge Fireclay in s'cks 35s. 0d. per ton at rly. dpt.

STONE.

	s. d.
BATH STONE—delivered in railway trucks at Westbourne Park, Paddington, G.W.R., or South Lambeth, G.W.R., per ft. cube	1 7
Do. do. delivered in railway trucks at Nine Elms, L. & S.W.R., per ft. cube	1 8½
Do. do. delivered on road waggons at Nine Elms Depôt	1 9½
PORTLAND STONE—	
Brown Whitbed, in random blocks of 20 ft. cube average, delivered in railway trucks at Westbourne Park, G.W.R., South Lambeth, G.W.R., or Nine Elms, or L. & S.W.R., per ft. cube	2 5½
Do. do. delivered on road waggons at Pimlico Wharf or Nine Elms Depôt, per ft. cube	2 6½
White basebed, 2d. per ft. cube extra.	

RANDOM BLOCKS—Per Ft. Cube, delivered at Rly. Depôt.

	s. d.		s. d.
Ancaster in blocks	2 0	Closeburn Red	2 2
Beer in blocks	1 7½	Freestone	2 2
Grinshill in blocks	2 4	Red & White Mansfield random block	2 9
Darley Dale in blocks	2 5	Yellow Magnesian Limestone do. do.	3 3

YORK STONE—*Robin Hood Quality.*

	s. d.
Per Ft. Cube, Delivered at Railway Depôt.	
Scappled random blocks	3 4
Per Ft. Super. Delivered at Railway Depôt.	
6 in. sawn two sides landings to sizes (under 40 ft. super.)	2 5
6 in. rubbed two sides, ditto	2 8
3 in. sawn two sides slabs (random sizes)	1 0½
2 in. to 2½ in. sawn one side slabs (random sizes)	0 8½
1½ in. to 2 in. ditto, ditto	0 6½
HARD YORK—	
Per Ft. Cube, Delivered at Railway Depôt.	
Scappled random blocks	3 0
Per Ft. Super., Delivered at Railway Depôt.	
6 in. sawn two sides landing to sizes (under 40ft. super.)	2 3
6 in. rubbed two sides ditto	2 7
3 in. sawn two sides slabs (random sizes)	1 0
2 in. self-faced random flags	0 5

TILES.

	Per 1,000 f.o.r. London. £ s. d.
Best machine-made tiles or hand-made sand-faced tiles from either Broseley or Staffordshire district	2 12 6
Ornamental ditto	2 15 0
Hip and valley tiles (per dozen)	0 5 6

SLATES.

	Per 1,000 of 1,200 f.o.r. London. £ s. d.
Best Blue Bangor Slates, 20 by 10	12 0 0
First quality „ „	11 15 0
„ „ 16 by 8	6 0 0
Best Blue Portmadoc, 20 by 10	11 17 6
First quality „ „	11 7 6
„ 16 by 8	6 0 0

WOOD.

BEST BUILDING REDWOOD. Imported sizes.	Nominal. Per standard. £ s. d.	£ s. d.
Deals: 4 in. by 12 in., 4 in. by 11 in., 3 in. by 11 in., 4 in. by 9 in., and 2 in. by 11 in.	36 0 0 ..	38 0 0
9 in. by 9 in., 2½ in. by 9 in., and 2 in. by 9 in.	35 0 0 ..	37 0 0

WOOD (*Continued*).

BEST BUILDING REDWOOD.	Per standard. £ s. d.	£ s. d.
Battens: 2 in., 2½ in., and 3 in. by 8 in. / 2 in., 2½ in., and 3 in. by 7 in. / 2 in., 2½ in., and 3 in. by 6 in.	33 0 0 ..	35 0 0
Scantlings: 2 in. by 3 in., 2 in. by 3½ in., 2 in. by 4 in., 2 in. by 4½ in. .. 3 in. by 4 in., and 3 in. by 4½ in.		
Boards: 1 in., 1¼ in., and 1½ in. by 6 in. and 7 in.	0 10 0	more than
¾ in.	1 0 0	battens.
Seconds	1 0 0	less than best
Best Middling Dantzic and Memel Fir Timber Logs (average specification)	Per load of 50 ft. cube. 14 0 0 ..	—
Stocks very limited.		
Sawn pitch pine logs (about 35 cu. ft. average)	Per load. 14 0 0 ..	15 0 0
Do. 6 in. to 10 in. ..	12 0 0 ..	13 0 0
	Per standard.	
Best Pitch Pine Deals	36 0 0 ..	46 0 0
Under 2 in. thick	0 10 0 extra.	

JOINERS' WOOD.

White Sea First Quality Red: 4 in. by 11 in.	43 0 0 ..	44 0 0
3 in. by 11 in., and 2 in. by 11 in.	42 0 0 ..	43 0 0
4 in. by 9 in.	38 0 0 ..	39 0 0
3 in. by 9 in., and 2½ in. by 9 in.	37 0 0 ..	38 0 0
9 in. by 11 in. boards	1 0 0 ..	more than deals.
7 in. and 8 in. battens	34 0 0 ..	35 0 0
7 in. and 8 in. boards	1 0 0 ..	more than battens.
Archangel White Deals—		
Best 3 in. by 9 in. and 10 in. and 11 in.	40 0 0 ..	44 0 0
Seconds, do.	2 0 0	less than best.
U.S. Battens	31 0 0 ..	33 0 0
Prepared Floorings and Matchings, Seconds Swedish Red and equal—	Per square actual.	
1¼ in. by 6½ in. planed and shot	2 3 0 ..	2 5 0
1¼ in. by 6½ in. planed and matched	2 4 0 ..	2 6 0
1 in. by 6½ in. planed and shot	1 12 0 ..	1 14 0
1 in. by 6½ in. planed and matched	1 13 0 ..	1 15 0
¾ in. by 6½ in. planed, matched, and beaded, or V jointed	1 6 0 ..	1 8 0
1 in. by 6½ in. do.	1 10 6 ..	1 12 0
Columbian or Oregon Pine, best quality	Per standard. 50 0 0 ..	55 0 0
Yellow Pine—First regular sizes	57 0 0	upwards.
Oddments	43 0 0	„
Seconds, regular sizes	44 0 0	„
Oddments	38 0 0	„
Kauri Pine—Planks per ft. cube	0 8 0 ..	—
Wainscot Oak Logs, per ft. cube	0 10 6 ..	0 12 6
Dry Wainscot Oak, per ft. super, as inch	0 1 0 ..	0 1 3
¾ in. do. do.	0 0 10 ..	0 1 0
Dry Mahogany—Honduras, Tabasco, per ft. super, as inch	0 1 0 ..	0 1 4
Cuba, Mahogany	0 1 6 ..	0 2 6
Dry Walnut, American, per ft. super, as inch	0 1 0 ..	0 1 3
French, "Italian," Walnut	0 1 0 ..	0 1 6
Teak, per load (Rangoon or Moulmein)	26 0 0 ..	30 0 0
Do. do. (Java)	24 0 0 ..	26 0 0
American Whitewood planks, per ft. cube	0 8 6 ..	0 9 0
Glue, per cwt.	3 15 0 ..	3 19 0

METALS.

JOISTS, GIRDERS, &c.

Rolled Steel Joists, ordinary sections, basis price
Plain Compound Girders, ordinary sections
Plain Compound Stanchions
Angles, Tees, and Channels, ordinary sections
Flitch Plates
Cast Iron Columns and Stanchions, plain ordinary patterns

Prices controlled by the Ministry of Munitions.

WROUGHT-IRON TUBES AND FITTINGS—
Discounts off Association Prices.

	Tubes. Per Cent.	Fittings. Per Cent.
Gas at works	47½	50
Water „	42½	47½
Steam „	37½	45
Galvanised gas at works	30	42½
„ water „	21½	40
„ steam „	15	37½

L.C.C. SOIL PIPE—

	Pipes Coated. s. d.		London Prices. Bends. s. d.		Branches. s. d.
2 in.	2 7	....	1 10	....	2 2
2½ in.	3 0	....	2 0	....	2 9
3 in.	3 9½	....	2 2	....	3 4
3½ in.	4 2	....	2 9	....	3 10
4 in.	4 6½	....	3 1	....	4 5

RAIN-WATER PIPES, &c.

	Pipe. s. d.		London Prices. Bends. s. d.		Branches. s. d.
2 in.	1 10½	....	1 0	....	1 4
2½ in.	2 1	....	1 2	....	1 8
3 in.	2 4½	....	1 5	....	2 2
3½ in.	2 11½	....	1 9	....	2 7
4 in.	3 2	....	2 1	....	3 1

METALS (*Continued*).

L.C.C. DRAIN PIPES—	London Prices. 4 in., 4s. 6d. .. 5 in., 5s. 6d. .. 6 in., 6s. 6d. Per ton, in London. £ s. d.	£ s. d.
IRON—		
Common Bars	16 0 0 ..	—
Staffordshire Crown Bars—good merchant quality	16 0 0 ..	17 0 0
Staffordshire "Marked Bars"	17 10 0 ..	18 0 0
Mild Steel Bars	18 0 0 ..	18 10 0
Steel Bars, Ferro-Concrete quality, £18 basis price.		
Hoop Iron, basis price	20 0 0 ..	20 10 0
„ „ Galvanised	33 0 0 ..	—
(* And upwards, according to size and gauge.)		
Sheet Iron Black—		
Ordinary sizes to 20 g.	21 0 0 ..	21 10 0
„ „ 24 g.	22 0 0 ..	22 10 0
„ „ 26 g.	23 0 0 ..	23 10 0
Sheet Iron, Galvanised flat, ordinary quality—		
Ordinary sizes, 6 ft. by 2 ft. to 3 ft. to 20 g.	21 0 0 ..	—
Ordinary sizes to 22 g. and 24 g.	21 0 0 ..	21 10 0
Ordinary sizes to 26 g.	34 0 0 ..	—
Sheet Iron, Galvanised, flat, best quality—		
Ordinary sizes to 20 g.	34 0 0 ..	—
—— „ 22 g. and 24 g.	34 10 0 ..	—
Ordinary sizes to 26 g.	37 10 0 ..	—
Galvanised Corrugated Sheets—		
Ordinary sizes, 6 ft. to 8 ft. 20 g.	29 0 0 ..	—
Ordinary sizes, 22 g. and 24 g.	29 10 0 ..	—
Ordinary sizes, 26 g.	30 0 0 ..	—
Best Soft Steel Sheets, 6 ft. by 2 ft. to 3 ft. to 20 g. and thicker	23 10 0 ..	—
Best Soft Steel Sheets, 20 g. and 24 g.	23 15 0 ..	—
Best Soft Steel Sheets, 26 g.	25 10 0 ..	—
Cut Nails, 3 in. to 6 in.	25 0 0 ..	26 0 0
(Under 3 in., usual trade extras.)		

LEAD, &c.

Delivered in London.

	£ s. d.	
LEAD—Sheet, English, 4 lb. and up	40 15 0 ..	—
Pipe in coils	41 5 0 ..	—
Soil pipe	44 5 0 ..	—
Compo pipe	44 5 0 ..	—
NOTE—Country delivery, 20s. per ton extra; lots under 5 cwt., 1s. 6d. per cwt. extra.		
COPPER—		
Strong Sheet per lb.	0 1 6 ..	—
Thin „	0 1 8 ..	—
Copper nails „	0 1 6 ..	—
Copper wire „	0 1 8 ..	—
BRASS—		
Strong Sheet „	0 1 6 ..	—
Thin „	0 1 8 ..	—
TIN—English Ingots „	0 1 10 ..	—
SOLDER—Plumbers' „	0 0 10 ..	—
Tinmen's „	0 1 1 ..	—
Blowpipe „	0 1 3 ..	—

GLASS.

ENGLISH SHEET GLASS IN CRATES OF STOCK SIZES AND IN SQUARES IN ORDINARY SIZES.

Per Ft.		Per Ft.
15 oz. fourths 4d.	26 oz. thirds	6½d.
„ thirds 4½d.	32 oz. fourths	6½d.
21 oz. fourths 5d.	„ thirds	8d.
„ thirds 5½d.	Fluted Sheet, 15 oz.	5½d.
26 oz. fourths 5½d.	„ 21 oz.	6½d.

ENGLISH ROLLED PLATE IN CRATES OF STOCK SIZES.

	Per Ft.
Rolled plate	4d.
⅛ Rough rolled and rough cast plate	4½d.
¼ Rough rolled and rough cast plate	4½d.
Figured Rolled, Oxford Rolled, Baltic Oceanic, Arctic Muffled, and "Stippolyte," white	4½d.
Ditto, tinted	6½d.
Rolled Sheet	4½d.

PAINTS, &c.

		£ s. d.
Raw Linseed Oil in pipes	per gallon	0 4 6
„ „ „ in barrels	„	0 4 7
„ „ „ in drums	„	0 4 11
Boiled „ „ in barrels	„	0 4 9
„ „ „ in drums	„	0 5 1
Turpentine in barrels	„	0 4 6
„ in drums	„	0 4 8
Genuine Ground English White Lead, per ton (In not less than 5 cwt. casks).		54 0 0
Red Lead, Dry	per ton	56 0 0
Best Linseed Oil Putty	per cwt.	0 12 0
Stockholm Tar	per barrel	4 5 0
Filocol	per cwt.	0 9 0
GENUINE WHITE LEAD PAINT— "Blackfriars," "Nine Elms," "Park," and other best brands (in 14 lb. tins) not less than 5 cwt. lots	per ton delivered	68 0 0

VARNISHES, &c.

	Per gallon. £ s. d.
Fine Pale Oak Varnish	0 8 0
Pale Copal Oak	0 10 6
Superfine Pale Elastic Oak	0 12 6
Fine Extra Hard Church Oak	0 10 0
Superfine Hard-drying Oak, for seats of Churches	0 14 6
Fine Elastic Carriage	0 12 0
Superfine Pale Elastic Carriage	0 16 0
Fine Pale Maple	0 10 0
Finest Pale Durable Copal	0 18 6
Extra Pale French Oil	1 1 0
Eggshell Flating Varnish	0 18 0
White Pale Enamel	1 4 0
Extra Pale Paper	0 12 0
Best Japan Gold Size	0 10 0
Best Black Japan	0 16 0
Oak and Mahogany Stain	0 9 0
Brunswick Black	0 8 0
Berlin Black	0 16 0
Knotting	
French and Brush Polish	

PROPOSED NEW BUILDINGS AND OTHER WORKS.*

IN these lists care is taken to ensure the accuracy of the information given, but it may occasionally happen that, owing to building owners taking the responsibility of commencing work before plans are finally approved by the local authorities, "proposed" works, at the time of publication, have been actually commenced. Abbreviations:—T.C. for Town Council; U.D.C. for Urban District Council; R.D.C. for Rural District Council; E.C. for Education Committee; L.G.B. for Local Government Board; B.G. for Board of Guardians; L.C.C. for London County Council; B.C. for Borough Council; and P.C. for Parish Council.

ABERDEEN.—The Aberdeen T.C. has agreed to extensions at the Electricity Works at a cost of £3,500.

ALNWICK.—The R.D.C. has passed plans submitted by Messrs. Graham & Hill, architects, Newcastle, for a proposed temporary pavilion for Mr. A. Scholefield, at Alnmouth.

BRIDPORT.—Proposed works after the war:—The erection of houses for the working classes; the enlargment of the Isolation Hospital.

CARDIFF.—It is reported that one of the North of England iron trade concerns has acquired rights over East Moors, Cardiff, with a view to the construction of extensive works.

CHATHAM.—Plans approved:—A workshop at No. 17, Military, for Mr. F. J. Whittaker; and alterations to drainage at the Empire Cinema, High-street.

CHESTER.—At a recent meeting of the R.D.C. a plan was submitted of the proposed cottage improvements for Mrs. R. W. Ethelston at the Holling, sanction being given. Plans for a new milk factory at Hampton, for Messrs. Reece & Sons, of Liverpool, were also submitted, but adjourned on the question of water supply.

DONCASTER.—The R.D.C. has been informed by the L.G.B. that they had decided to comply with their application for authority to prepare a town-planning scheme for Armthorpe and Kirk Sandall.

EAST HAM.—The T.C. has approved a plan by Mr. Bruce Dawson, for offices for Women's Welfare Superintendent, Cairn Mills, Silvertown.

GOOLE.—The R.D.C. has passed plans for a men's dining room in connection with the new shipyard at Hook.

HALIFAX.—A bequest of £2,000 to erect a Sunday school at Holnfield, near Halifax, was made by Mr. John T. Ramsden.

HEXHAM.—Plans for additions and alterations to Springfield, Corbridge, for Mr. G. Elphick, Newcastle, have been approved.

HITCHIN.—Plans approved:—Temporary recreation room for soldiers, King's Walden, Mr. T. F. Harrison, extensions at Letchworth, Kryn and Lahy Co., foundry; and Lacre Motor Car Co., factory.

HOLTWHISTLE.—The R.D.C. has approved plan for alterations to a cottage at Thorngrafton.

LEWISHAM.—Applications approved by B.C.:—Mr. A. H. Durnford, to build and drain additions at rear of 381, Brockley-road; Mr. J. H. Forbes, additions to drainage system of offices at St. Andrew's Works, Crofton-park-road.

LUTON.—The T.C. have acceded to the application of the Vauxhall Motors, Ltd., to construct two water supply chambers to augment the water supply in case of fire.

NEWCASTLE.—At a quarterly Court of the Newcastle Royal Infirmary, an important scheme of extensions, the probable cost of which will not be less than £50,000, was outlined.

OSSETT.—Plan approved:—Two porches at a house in Woodbine-street, for Mrs. Geo. Oldroyd.

PHILLACK.—Plans have been submitted to the U.D.C. of a proposed glass-factory at Hayle.

PRUDHOE.—The U.D.C. has passed plan, submitted by the Mickley Coal Company, Ltd., for a new Post Office Sorting Office, to be erected at Low Prudhoe.

RICHMOND (SURREY).—Plans passed by the Corporation:—Messrs. Holloway Bros., on behalf of the British Red Cross Society, proposed alterations at Ancaster House, Richmond-hill; the Whitehead Air, craft Co., Ltd., proposed alterations at the Garage-Grena-road; Messrs. W. Eve and Sons, proposed alterations and additions to No. 1, Pembroke-villas, Richmond-green; Whitehead Aircraft, Ltd., proposed reconstruction of latrines at Old Drill Hall Factory, Townsend-terrace; Mr. E. J. Partridge, on behalf of Mr. T. Tyrer, proposed alterations to the Richmond Brewery Stores, Petersham-road.

SOUTHEND.—Plans passed by the T.C.:—Motor Garage, Eastwood-lane, H. Squires; bungalow, Recreation-avenue, J. Hadleigh; drainage to school, Leigh-road, Trustees of Baptist Church; bungalow, Tankerville-drive, C. Lane; bungalow, Westbourne-grove, Miss L. Rossiter; addition, 131, Leigh Hall-road, T. Gaddes; bungalow, Kingswood-chase, G. Humber; conservatory, 15, Tintern-avenue, Mrs. A. Goodman; conversion of house into two houses, Hamstel-road, J. W. Kingsley; conversion of house into flats, 2, Palmera-avenue, J. Edmondson; new staircase, 60, Ashburnham-road, G. S. Harfield; w.c. and urinal, rear of Cheltenham-drive and Cricketfield-grove, Cook, White & Co.; six bungalows, St. George's Park-avenue, T. J. Dennis; and the acting-Piermaster has been authorised to proceed with repairs to the Pier structure.

STOKE NEWINGTON.—The B.C. has acceded to the application of Mr. G. Silvester for the reconstruction of drains at 178, Lordship-road, and of Messrs. R. D. Lown & Sons for the reconstruction of drains at St. John's Vicarage, Gloucester-road.

* See also our List of Competitions, Contracts, &c., on page 408.

RATES OF WAGES IN THE BUILDING TRADE.

THE following are the present rates of wages in the Building Trade in the principal towns of England and Wales. It must be understood that, while every endeavour is made to ensure accuracy, we cannot be responsible for errors that *may* occur:—

—	Masons.	Bricklayers.	Carpenters, Joiners.	Plasterers.	Slaters.	Plumbers.	Painters.	Masons' Labourers.	Bricklayers' Labourers.	Plasterers' Labourers.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Aberdare	9½	9½	9½	9½	9½	9	8	6½	6½	6½
Accrington	10½	10	10	9½	9	10	9½	6½	6½	6½
Altrincham	9½	10½	11	10	8½	11½	10	7½	7½	7½
Ashton-under-Lyne	11	11	10½	10½	9½	11	10	7	7½	8
Barnsley	10	10	9½	9½	9	9½	8½	7½	7½	7½
Barrow-in-Furness	10½	11	10½	10½	10½	10½	10½	8	8	8
Barry	9½	9½	9½	10	—	9	8½	6½	6½	6½
Bath	9	9	9	8½	8½	9	8	6½	6½	6½
Bedford	8	8	9	8½	8	9	6½	5½	5½	6
Birkenhead	1/-	1/-	1/-	1/-	1/-	1/-	11	8	8	8
Birmingham	11½§	11½§	11½§	11½§	10½§	11½§	10½§	8½§	8½§	8½§
Bishop Auckland	9	9	9	9½	11	9	8	6½	6½	7½
Blackburn	10½	10½	10	10	9½	11	9½	7½	8	8
Blackpool	11	9½	9½	9½	8½	9½	9½	6	6	6
Bolton	10½	11	11	10½	10	10†	9½	6–7	7	7½
Bournemouth	8½	9	9	9	8½	9	8½	6½	6½	6½
Bradford	10½†	10½†	10†	10½†	10†	10†	9½†	8†	8†	8††
Bridgwater	6½	6½	6½	6½	6½	6½	6	4	4	4
Brighton	9½	9½	9½	9½	—	9½	8	7	7	7
Bristol	11	11	11	11	—	11	10	8½	8½	8½
Burnley	10½	10½	10½	9½	8½	9½	9½	7	7½	7½
Burton-on-Trent	9½	9½	9½	10	9	9½	8½	7	7	7
Bury	11	11	10½	9½	10	10½	10	7	7½	7½
Cambridge	9½	9	9	9½	9½	9½	7½	6	6	6
Cardiff	10½	10½	10½	10½	10½	10½	9½	7½	7½	7½
Chatham	8½	10	10	9½	9½	10	8½	7	7	7
Chelmsford	8	7½	8½	9	—	7½	6½	5	5	6½
Cheltenham	9½	9½	9½	9½	—	9½	9½	6½*	6½*	6½*
Chester	9½	10½	10	9½	9½	10½	9½	6½	7	7
Chesterfield	9	9½	9	8	9	8½	8½	5½	5½	5½
Colchester	8	8½	8½	9	8	9	6	5½	5½	5½
Coventry	11	11	11	10½	11	11	10	8½	8½	9
Crewe	7½	8	7½	9	8½	8½	8	5½	5½	6
Darlington	9½	10	10½	10½	10	9½	9	7	7	7
Derby	9½	10	9½	9	9	9½	8	7	7	7½
Doncaster	9½	9½	9½	9½	9½	9	8	6½	6½	7½
Dudley	8½	10	10	8½	8½	8	7½	6½	6½	6½
Durham	9½	9½	9½	9½	10	9	8½	6½	6½	7
East Glam. and Mon. Valleys	10	10	10	10	—	—	9	7	7	7
Exeter	8	8½	8½	8½	7½	7½	7½	5½	5½	5½
Folkestone	8½	9	9	9½	8½	9	8	7	7	7
Gloucester	8	9½	9½	8½	8½	9½	8	7	7	7
Grantham	8	8	7½	7½–8	7½–8	7	6½	5	5	5
Grays	—	11	11	—	—	11	9½	9	9	9
Grimsby	9	9	9½	9½	9	9	8½	7	7	8
Great Yarmouth	8	8	8	—	8	8	6½	5	5	—
Halifax	10	10	9½*	9	9	9	9½	8	8	8
Harrogate	9½	9½	10	9	8	10	8½	6½	6½	6½
Hartlepools	10½	11	11	11	11	10½	9	8	8	8½
Hastings	8½	8	8	8½	8	8	7	6½	5½	6½
Hereford	8	8	7½	8½	8	7	7	5½	5½	5½
Huddersfield	11	11	10½	9½	10	9	8½	7½	7½	7½
Hull	11	10½	10½	10½	10½	10	9	8½	8½	8½
Ipswich	8½	9	9	9	9	9½	7½	6	6	6
Lancaster	10½	10	10	10	9	10	9	6	6½	7½
Leamington Spa	9	9	9	8½	9	9	8	6½	6½	6½
Leeds	10½	10½	10½	10½	10½	11	9	8	8	8½
Leicester	10½	10½	10½	10½	11	10½	9	8	8	8½
Lincoln	9	9½	9½	9	8½	8½	8	6	5½	6½
Liverpool	1/-	1/-	1/-	11½	11½	1/-	10½	8	8	8
Llanelly	9½	9½	9½	8½	9	8½	8	5½	5½	5½
London	1/0½	1/0½	1/0½	1/0½	—	1/1	10	9	9	9
Loughborough	9	8½	9½	9	9	8½	8½	5½	5½	6½
Luton	9½	9	9½	8½	9	8½	7½	6½	6½	6½
Maidstone	9	9	9	9	9	9	8	6	6	6
Manchester	11	11	1/-	1/-	10	1/-	10½	7½	7½	8½
Mansfield	8½	10	9½	8½	—	9½	9	7	7	7
Merthyr Tydfil	9½	9½	9½	9½	9½	9	8½	6½	6½	6½
Middlesbrough	10½	11	11	11	11	10½	9	8	8	8½
Newcastle-on-Tyne	11½	11½	11½	11½	11	10½	10	8½	8½	8½
Newport, Mon.	10	10	10	10	8½	10	9	7	7	7
Northampton	10	10	10	10	10	10	9	7½	7½	7½
Norwich	8½	8½	8½	8½	8	8½	7½	6	6	6
Nottingham	1/-	1/-	1/-	11½	11½	1/-	10	9½	9½	10
Oldham	11	11	11	10	10	10†	9½	7½	7½	7½
Oxford	9½	9	9	9	8	9	8	6½	6½	6½
Plymouth	9*	9*	9*	9*	9*	9*	8½	7*	7*	7*
Pontypridd	9½	9½	9½	9½	9½	9½	9	6½	6½	6½
Portsmouth	10	10	10	10	10	9	8	7½	7½	7½
Preston	10½	10½	10½	10½	10½	11	9½	6	7	8
Reading	9	9½	9½	10½	—	9½	8½	6½*	6½*	6½
Rochdale	10½	10½	10½	10	9½	11	9½	7½	7½	7½
Rochester	8	10	10	9	9	10	8½	7	7	7
Rugby	10	10	10	10½	8½	10	9	7	7	8
St. Albans	9	9	9	9–10	9	9–10	8	7	7	7
St. Helens	9	9½†	10†	9½	9½	9½	10½	6	6½	6
Scarborough	9	9½	9	8½	8	9	8	7	7	7
Sheffield	10½	10†	10½†	9½	10½	11	9	7½	7½	7½
Shrewsbury	8½	9½	9½	9½	—	8½	7	6½	6½	6½
Southampton	10½	10½	10½	10½	10½	10½	9½	7½	7½	7½
Southend-on-Sea	9	9	9	9	P'cework	9	7	6	6	6
Southport	11	10	10½	10	10	10‡	10	7	7½	7½
South Shields	11½	11½	11½	11½	11	10½*	10	8½	8½	8½
Stockport	11	10½	10½	10½	10½	10	9½	7	7½	7½
Stockton-on-Tees	10½	11	11	11	11	10½	9	8	8	8½
Stoke-on-Trent	10	10½	10	10	—	9½	9½	7	7	7½
Stroud	8	8	8	8	7½	7½	7½	6	6	6
Sunderland	11	11½	11½	11	11	9½	9½	8	8	8½
Swansea	10½	10½	10½	10½	10½	9	10	7½	7½	7½
Taunton	7	7	7	7	—	6	6½	4½	4½	4½
Torquay	8	8	8	8	8	8	8	6	6	6
Wakefield	10	10	9*	9½	8½	9	9	7½	7½	7½
Walsall	10½	10	10	10	9½	10	8½	7½	7½	7½
Warrington	8½	10½	10½	10½	8½	10½	9½	6½	6½	6½
West Bromwich	11	11	10	10½	—	10	8	8	8	8
Wigan	10½	11	10½	10	9½	10½	9½	7	8	7
Windsor	9	9	9	10	—	9	—	6	6	6
Wolverhampton	10½	10½	10½	11	8	10	9	7½	7½	7½
Worcester	8½	9½	9½	9½	9	9½	8	6½	6½	6½
York	9½	9½	9½	9½	10	9½	8½	7	7	7

The Masons' rate given is for bankers; fixers usually ½d. per hour extra.
*War bonus of 2s. per week granted. †War bonus of 3s. per week granted. ‡War bonus of 2s. 6d. per week granted.
§ 1d. per hour extra for men engaged on munition work.

PRICES CURRENT OF MATERIALS.

[Owing to the exceptional circumstances which prevail at the present time, prices of materials should be confirmed by inquiry.—Ed.]

*** Our aim in this list is to give, as far as possible, the *average* prices of materials, not necessarily the highest or lowest. Quality and quantity obviously affect prices—a fact which should be remembered by those who make use of this information.

BRICKS, &c.

	£ s. d.
Per 1000 Alongside, in River Thames.	
Best Stocks	2 2 0
Picked Stocks for Facings	2 14 0
Per 1000, Delivered at Railway Depot, London.	
Flettons	1 13 0
Best Fareham Red	3 12 0
Best Red Pressed Ruabon Facing	5 5 0
Best Blue Pressed Staffordshire	5 7 0
Do. Bullnose	5 12 0
Best Stourbridge Fire Bricks	7 0 0
GLAZED BRICKS—	
Best White, Ivory, and Salt Glazed Stretchers	13 7 6
Headers	12 17 6
Quoins, Bullnose and 4½in. Flats	16 17 6
D'ble Str'tch'rs	18 17 6
D'ble Headers	15 17 6
One Side and two Ends	19 17 6
Two Sides and one End	20 17 6
Splays and Squints	18 7 6
Second Quality, £1 per 1,000 less than best.	
	s. d.
Thames Ballast	8 3 per yard, delivered.
Thames and Pit Sand	9 6 „ „ „
Best Washed Sand	10 0 „ „ „
¾ in. Shingle for Ferro-Concrete	8 6 „ „ „
Per ton, delivered.	
	£ s. d. £ s. d.
Best Portland Cement	2 5 0 .. 2 8 0

Do. £2 1s. alongside in 80-ton lots.
Ferrocrete 2s. 6d. per ton extra on above.
Best Ground Blue Lias Lime 1 5 6 at rly. depot.

NOTE.—The cement or lime is exclusive of the ordinary charge for sacks.

Grey Stone Lime ..... 19s. 0d. per yard delivered.
Stourbridge Fireclay in s'cks 35s. 0d. per ton at rly. dpt.

STONE.

	s. d.
BATH STONE—delivered in railway trucks at Westbourne Park, Paddington, G.W.R., or South Lambeth, G.W.R., per ft. cube	1 7
Do. do. delivered in railway trucks at Nine Elms, L. & S.W.R., per ft. cube	1 8½
Do. do. delivered on road waggons at Nine Elms Depôt	1 9½
PORTLAND STONE—	
Brown Whitbed, in random blocks of 20 ft. cube average, delivered in railway trucks at Westbourne Park, G.W.R., South Lambeth, G.W.R., or Nine Elms, or L. & S.W.R., per ft. cube	2 5½
Do. do. delivered on road waggons at Pimlico Wharf or Nine Elms Depôt, per ft. cube	2 6½
White basebed, 2d. per ft. cube extra.	

RANDOM BLOCKS—Per Ft. Cube, delivered at Rly. Dpôt.

	s. d.		s. d.
Ancaster in blocks	2 0	Closeburn Red	
Beer in blocks	1 7½	Freestone	2 2
Grinshill in blocks	2 4	Red & White Mansfield random block	2 9
Darley Dale in blocks	2 5	Yellow Magnesian Limestone do. do.	3 3

YORK STONE—*Robin Hood Quality.*

	s. d.
Per Ft. Cube, Delivered at Railway Depôt.	
Scappled random blocks	3 4
Per Ft. Super. Delivered at Railway Depôt.	
6 in. sawn two sides landings to sizes (under 40 ft. super.)	2 5
6 in. rubbed two sides, ditto	2 8
3 in. sawn two sides slabs (random sizes)	1 0½
2 in. to 2½ in. sawn one side slabs (random sizes)	0 8½
1½ in. to 2 in. ditto, ditto	0 6½
HARD YORK—	
Per Ft. Cube, Delivered at Railway Depôt.	
Scappled random blocks	3 0
Per Ft. Super., Delivered at Railway Depôt.	
6 in. sawn two sides landing to sizes (under 40 ft. super.)	2 3
6 in. rubbed two sides ditto	2 7
3 in. sawn two sides slabs (random sizes)	1 0
2 in. self-faced random flags	0 5

TILES.

	Per 1,000 f.o.r. London. £ s. d.
Best machine-made tiles or hand-made sand-faced tiles from either Broseley or Staffordshire district	2 12 6
Ornamental ditto	2 15 0
Hip and valley tiles (per dozen)	0 5 6

SLATES.

	Per 1,000 of 1,200 f.o.r. London. £ s. d.
Best Blue Bangor Slates, 20 by 10	12 0 0
First quality „ „	11 15 0
„ „ 16 by 8	6 0 0
Best Blue Portmadoc, 20 by 10	11 17 6
First quality „ „	11 7 6
„ „ 16 by 8	6 0 0

WOOD.

BEST BUILDING REDWOOD. Imported sizes.	Nominal. Per standard. £ s. d.	£ s. d.
Deals: 4 in. by 12 in., 4 in. by 11 in., 3 in. by 11 in., 4 in. by 9 in., and 2 in. by 11 in.	36 0 0 ..	38 0 0
9 in. by 9 in., 2½ in. by 9 in., and 2 in. by 9 in.	35 0 0 ..	37 0 0

WOOD (*Continued*).

BEST BUILDING REDWOOD.	Per standard. £ s. d.	£ s. d.
Battens: 2 in., 2½ in., and 3 in. by 8 in. / 2 in., 2½ in., and 3 in. by 7 in. / 2 in., 2½ in., and 3 in. by 6 in.	33 0 0 ..	35 0 0
Scantlings: 2 in. by 3 in., 2 in. by 3½ in., 2 in. by 4 in., 2 in. by 4½ in. .. 3 in. by 4 in., and 3 in. by 4½ in.		
Boards: 1 in., 1¼ in., and 1½ in. by 6 in. and 7 in.	0 10 0	more than battens.
¾ in.	1 0 0	
Seconds	1 0 0	less than best
Best Middling Dantzic and Memel Fir Timber Logs (average specification)	Per load of 50 ft. cube. 14 0 0 ..	—
Stocks very limited.		
Sawn pitch pine logs (about 35 cu. ft. average)	Per load. 14 0 0 ..	15 0 0
Do. 6 in. to 10 in.	12 0 0 ..	13 0 0
	Per standard.	
Best Pitch Pine Deals	36 0 0 ..	46 0 0
Under 2 in. thick	0 10 0 extra.	

JOINERS' WOOD.

White Sea First Quality Red: 4 in. by 11 in.	43 0 0 ..	44 0 0
3 in. by 11 in., and 2 in. by 11 in.	42 0 0 ..	43 0 0
4 in. by 9 in.	38 0 0 ..	39 0 0
3 in. by 9 in., and 2½ in. by 9 in.	37 0 0 ..	38 0 0
9 in. by 11 in. boards	1 0 0 ..	more than deals.
7 in. and 8 in. battens	34 0 0 ..	35 0 0
7 in. and 8 in. boards	1 0 0 ..	more than battens.
Archangel White Deals—		
Best 3 in. by 9 in. and 10 in. and 11 in.	40 0 0 ..	44 0 0
Seconds, do.	2 0 0	less than best.
U.S. Battens	31 0 0 ..	33 0 0
Prepared Floorings and Matchings, Seconds Swedish Red and equal—	Per square actual.	
1¼ in. by 6½ in. planed and shot	2 3 0 ..	2 5 0
1¼ in. by 6½ in. planed and matched	2 4 0 ..	2 6 0
1 in. by 6½ in. planed and shot	1 12 0 ..	1 14 0
1 in. by 6½ in. planed and matched	1 13 0 ..	1 15 0
¾ in. by 6½ in. planed, matched, and beaded, or V jointed	1 6 0 ..	1 8 0
1 in. by 6½ in. do.	1 10 6 ..	1 12 0
Columbian or Oregon Pine, best quality	Per standard. 50 0 0 ..	55 0 0
Yellow Pine—First regular sizes	57 0 0 upwards.	
Oddments	43 0 0 „	
Seconds, regular sizes	44 0 0 „	
Oddments	28 0 0 „	
Kauri Pine—Planks per ft. cube	0 8 0 ..	—
Wainscot Oak Logs, per ft. cube	0 10 6 ..	0 12 6
Dry Wainscot Oak, per ft. super, as inch	0 1 0 ..	0 1 3
¾ in. do. do.	0 0 10 ..	0 1 0
Dry Mahogany—Honduras, Tabasco, per ft. super, as inch	0 1 0 ..	0 1 4
Cuba, Mahogany	0 1 6 ..	0 2 6
Dry Walnut, American, per ft. super, as inch	0 1 0 ..	0 1 3
French, "Italian," Walnut	0 1 0 ..	0 1 6
Teak, per load (Rangoon or Moulmein)	26 0 0 ..	30 0 0
Do. do. (Java)	24 0 0 ..	26 0 0
American Whitewood planks, per ft. cube	0 8 6 ..	0 9 0
Glue, per cwt.	3 15 0 ..	3 19 0

METALS.

JOISTS, GIRDERS, &c.

Rolled Steel Joists, ordinary sections, basis price
Plain Compound Girders, ordinary sections
Plain Compound Stanchions
Angles, Tees, and Channels, ordinary sections
Flitch Plates
Cast Iron Columns and Stanchions, plain ordinary patterns

Prices controlled by the Ministry of Munitions.

WROUGHT-IRON TUBES AND FITTINGS—
Discounts off Association Prices.

	Tubes. Per Cent.	Fittings. Per Cent.
Gas at works	47½	50
Water „	42½	47½
Steam „	37½	45
Galvanised gas at works	30	42½
„ water „	21½	40
„ steam „	15	37½

L.C.C. SOIL PIPE—

	Pipes Coated. s. d.		Bends. s. d.		Branches. s. d.
2 in.	2 7		1 10		2 2
2½ in.	3 0		2 0		2 9
3 in.	3 9½		2 2		3 4
3½ in.	4 2		2 9		3 10
4 in.	4 6½		3 1		4 5

RAIN-WATER PIPES, &c.

	Pipe. s. d.		London Prices. Bends. s. d.		Branches. s. d.
2 in.	1 10½		1 0		1 4
2½ in.	2 1		1 2		1 8
3 in.	2 4½		1 5		2 2
3½ in.	2 11½		1 9		2 7
4 in.	3 2		2 1		3 1

METALS (*Continued*).

L.C.C. DRAIN PIPES—	London Prices. 4 in., 4s. 6d. .. 5 in., 5s. 6d. .. 6 in., 6s. 6d. Per ton, in London. £ s. d.	£ s. d.
IRON—		
Common Bars	16 0 0 ..	—
Staffordshire Crown Bars—good merchant quality	16 0 0 ..	17 0 0
Staffordshire "Marked Bars"	17 10 0 ..	18 0 0
Mild Steel Bars	18 0 0 ..	18 10 0
Steel Bars, Ferro-Concrete quality, £18 basis price.		
Hoop Iron, basis price	20 0 0 ..	20 10 0
„ „ Galvanised	33 0 0 ..	—
(* And upwards, according to size and gauge.)		
Sheet Iron Black—		
Ordinary sizes to 20 g.	21 0 0 ..	21 10 0
„ „ 24 g.	22 0 0 ..	22 10 0
„ „ 26 g.	23 0 0 ..	23 10 0
Sheet Iron, Galvanised flat, ordinary quality—		
Ordinary sizes, 6 ft. by 2 ft. to 3 ft. to 20 g.	31 0 0 ..	—
Ordinary sizes to 22 g. and 24 g.	31 0 0 ..	31 10 0
Ordinary sizes to 26 g.	34 0 0 ..	—
Sheet Iron, Galvanised, flat, best quality—		
Ordinary sizes to 20 g.	34 0 0 ..	—
„ „ 22 g. and 24 g.	34 10 0 ..	—
Ordinary sizes to 26 g.	37 10 0 ..	—
Galvanised Corrugated Sheets—		
Ordinary sizes, 6 ft. to 8 ft. 20 g.	29 0 0 ..	—
Ordinary sizes, 22 g. and 24 g.	29 10 0 ..	—
Ordinary sizes, 26 g.	30 0 0 ..	—
Best Soft Steel Sheets, 6 ft. by 2 ft. to 3 ft. to 20 g. and thicker	23 10 0 ..	—
Best Soft Steel Sheets, 20 g. and 24 g.	23 15 0 ..	—
Best Soft Steel Sheets, 26 g.	25 10 0 ..	—
Cut Nails, 3 in. to 6 in.	25 0 0 ..	26 0 0
(Under 3 in., usual trade extras.)		

LEAD, &c.

Delivered in London.

	£ s. d.	
LEAD—Sheet, English, 4 lb. and up	40 15 0 ..	—
Pipe in coils	41 5 0 ..	—
Soil pipe	44 5 0 ..	—
Compo pipe	44 5 0 ..	—
NOTE—Country delivery, 20s. per ton extra; lots under 5 cwt., 1s. 6d. per cwt. extra.		
COPPER—		
Strong Sheet ..... per lb.	0 1 6 ..	—
Thin „ „	0 1 8 ..	—
Copper nails „	0 1 6 ..	—
Copper wire „	0 1 8 ..	—
BRASS—		
Strong Sheet „	0 1 6 ..	—
Thin „ „	0 1 8 ..	—
TIN—English Ingots „	0 1 10 ..	—
SOLDER—Plumbers' „	0 0 10 ..	—
Tinmen's „	0 1 1 ..	—
Blowpipe „	0 1 3 ..	—

GLASS.

ENGLISH SHEET GLASS IN CRATES OF STOCK SIZES AND IN SQUARES IN ORDINARY SIZES.

Per Ft.		Per Ft.
15 oz. fourths .... 4d.	26 oz. thirds	6½d.
„ thirds .... 4½d.	32 oz. fourths	6¾d.
21 oz. fourths .... 5d.	„ thirds	8d.
„ thirds .... 5½d.	Fluted Sheet, 15 oz.	5½d.
26 oz. fourths .... 5½d.	„ 21 oz.	6½d.

ENGLISH ROLLED PLATE IN CRATES OF STOCK SIZES.

	Per Ft.
⅛ Rolled plate	4d.
⅛ Rough rolled and rough cast plate	4½d.
¼ Rough rolled and rough cast plate	4¾d.
Figured Rolled, Oxford Rolled, Baltic Oceanic, Arctic Muffled, and "Stippolyte," white	4¾d.
Ditto, tinted	6¼d.
Rolled Sheet	4½d.

PAINTS, &c.

		£ s. d.
Raw Linseed Oil in pipes	per gallon	0 4 6
„ „ „ in barrels	„	0 4 7
„ „ „ in drums	„	0 4 11
Boiled „ „ in barrels	„	0 4 9
„ „ „ in drums	„	0 5 1
Turpentine in barrels	„	0 4 6
„ in drums	„	0 4 8
Genuine Ground English White Lead, per ton (In not less than 5 cwt. casks).		54 0 0
Red Lead, Dry	per ton	56 0 0
Best Linseed Oil Putty	per cwt.	0 12 0
Stockholm Tar	per barrel	4 5 0
Filocol	per cwt.	0 9 6
GENUINE WHITE LEAD PAINT— "Blackfriars," "Nine Elms," "Park," and other best brands (in 14 lb. tins) not less than 5 cwt. lots	per ton delivered	68 0 0

VARNISHES, &c.

	Per gallon. £ s. d.
Fine Pale Oak Varnish	0 8 0
Pale Copal Oak	0 10 0
Superfine Pale Elastic Oak	0 12 0
Fine Extra Hard Church Oak	0 10 0
Superfine Hard-drying Oak, for seats of Churches	0 14 0
Fine Elastic Carriage	0 12 0
Superfine Pale Elastic Carriage	0 16 0
Fine Pale Maple	0 10 0
Finest Pale Durable Copal	0 18 0
Extra Pale French Oil	1 1 0
Eggshell Flating Varnish	0 18 0
White Pale Enamel	1 4 0
Extra Pale Paper	0 12 0
Best Japan Gold Size	0 10 0
Best Black Japan	0 16 0
Oak and Mahogany Stain	0 9 0
Brunswick Black	0 8 0
Berlin Black	0 16 0
Knotting	0 10 0
French and Brush Polish	0 10 0

Competitions, Contracts, &c.

The date given at the commencement of each paragraph is the latest date when the tender, or the names of those willing to submit tenders, may be sent in.

BUILDING AND PAINTING.

JANUARY 2.—**Pembroke.**—PLASTERING WORK.—The U.D.C. invite tenders for cement plastering work, proposed to be carried out on exterior walls and gables of certain cottages. Specification, &c. of Mr. Joshua C. Manly, Clerk to the Council, Town Hall, Ballsbridge, County Dublin.

JANUARY 9.—**London.**—WOOD PAVING.—The Lewisham B.C. invites tenders for supplying and laying about 9,000 super.yards of wood paving, on concrete, to be laid by the B.C. in the carriage-ways of Brownhill-road (parts of) and Catford-hill (part of), Catford. Plans, &c., at the Town Hall, Catford (Surveyor's Department).

FURNITURE, MATERIALS, etc.

JANUARY 8.—**Desborough.**—MATERIALS.—Supply to the U.D.C. of builders' materials. Forms from Mr. W. Marlow, Surveyor, Council Offices, Desborough.

JANUARY 8.—**London.**—MATERIALS.—Supply to the St. Pancras B.C. of builders' materials, &c. Forms of Mr. Wm. Nisbet Blair, M.Inst.C.E., Borough Engineer and Surveyor.

✱ JANUARY 10.—**Hampstead.**—WORKS, MATERIALS, AND SERVICES.—Borough Council of Hampstead invite tenders for various materials at the Hampstead Town Hall.

ENGINEERING, IRON, AND STEEL.

JANUARY 22.—**Pretoria.**—IRON PIPES, &C.—Supply to the Municipality of Pretoria of iron pipes, pillar hydrants and stop cocks. Specifications of the Representative Engineer to the Municipality, Mr. W. H. Radford, C.E., Albion Chambers, King-street, Nottingham.

ROAD, SANITARY, AND WATER WORKS.

JANUARY 6.—**Bourne.**—GRANITE, &C.—Supply to the R.D.C. of granite and slag. Forms of Mr. Thomas Lake, District Surveyor, Bourne.

JANUARY 8. — **Halifax.** — PIPE SEWERS. — The Highways Committee of the Corporation invite tenders for the construction of about 2,500 lineal yards of 15 in. and 12 in. iron and earthenware pipe sewers, together with the necessary manholes, &c., from Box Tree Mill, Wheatley, to Mixenden Mills (iron pipes provided by the Corporation). Plans, &c., of Mr. James Lord, M.I.C.E., Borough Engineer, Town Hall, Halifax. Deposit, £5.

JANUARY 12.—**Spilsby.**—GRANITE, &C.—Supply to the R.D.C. of granite and slag. Specifications, &c., of Mr. Wm. Cooke Brakenridge, District Surveyor of Highways, Spilsby.

JANUARY 13.—**Hatfield.**—GRANITE, &C.—Supply to the Hertfordshire C.C. of granite, slag and tar-macadam. Forms of Mr. J. S. Killick, County Surveyor, County Surveyor's Office, Hatfield.

JANUARY 20.—**Wells (Somerset).**—BROKEN GRANITE, &C.—Supply to the Somerset C.C. of broken granite or basalt required for the main roads in the Long Ashton Division, delivered to the various stations and docks in the neighbourhood of Bristol during the year ending March 31, 1918. Forms, &c., of Mr. Gordon R. Folland, Acting County Surveyor, Wells, Somerset.

Those with an asterisk (✱) are advertised in this issue.

GENERAL BUILDING NEWS.

HERTFORD COUNTY HOSPITAL EXTENSIONS.

Extensive alterations, additions and new sanitary arrangements have been carried out at the Hertford County Hospital, in accordance with plans prepared by Mr. F. Taylor, architect and surveyor, Aylesbury. Messrs. Henry Norris & Son, Priory Works, Hertford, are the contractors. The old building has been entirely re-arranged and largely extended to meet present-day requirements. The inside of the hospital, in addition to being re-arranged, has been entirely renovated and redecorated. On the ground floor, the old staircase has been removed, and facing the front door is a wide corridor running through to the other side of the building. A new X-ray room has been fitted out with the latest scientific apparatus, and several new offices and bathrooms have been added. On the first floor a new operating theatre has been built. Adjoining the theatre is a new anæsthetic room with a doctor's dressing room and a new sterilizing room. The whole of the floors of these rooms, also those of the sanitary annexes, are laid with Terrazzo; whilst the floors of the corridors are laid with patent jointless flooring. The second floor is approached by a new oak staircase to the wards and private ward. Iron emergency staircases have been fixed both on the east and west exteriors of the building. In the basement the servants' room has been improved and better lighted, a crockery store and box-room provided for the nurses, and the kitchen has been overhauled and provided with new appliances. There is a new hot-water installation, in addition to the provision of a domestic supply, there being a different furnace for each system.

TENDERS.

Communications for insertion under this heading should be addressed to "The Editor," and must reach us *not later than* 2 *p.m. on Wednesday.*

* Denotes *accepted.* † Denotes *provisionally accepted.*

CARISBROOKE (I.W.).—For alterations at the Carisbrooke Council Schools, for the Isle of Wight County E.C. Mr. Samuel Cocks, County Surveyor, Ryde, I.W.:—

*Messrs. H. & F. Damp, Newport, I.W.	£45

LIMAVADY.—Accepted for executing the following works, for the R.D.C.: — (47) to rebuild bridge on third-class road No. 50 (K) near Glen public house, in the townland of Drumraighland; (48) to rebuild Glack bridge No. 1, east of Denis Kane's house, on third-class road No. 46 (K) in the townland of Glack; (49) to rebuild Glack bridge No. 2 (known as Boyne bridge), on third-class road No. 47 (K), Glack; (50) to rebuild Glack bridge No. 3, north of Matthew M'Laughlin's house, on third-class road No. 46 (K) (middle road), Glack; (51) to rebuild Glack bridge No. 4, on second-class road No. 18 (K), in the townland of Glack; (52) to build bridge, in lieu of double gullet, on third-class road No. 20 (T), in the townland of Bolie:—S. R. Boyd, 6, Wheatfield-gardens, Crumlin-road, Belfast, for No. 47, £235; No. 48, £360; No. 49, £350; No. 50, £179; No. 51, £500; W. McLaughlin, Bolea, Greysteel, co. Derry, for No. 52, £308.

LONDON.—For removal of house refuse for a period of one year to March 31st, 1918, for the Lambeth Borough Council:—

Prince's Ward.	
*J. J. Pearson & Co.	£4,700
Vauxhall Ward.	
*J. J. Pearson & Co.	£3,500
Herne Hill, Tulse Hill, and Norwood Wards.	
*W. Clarkson & Sons	£8,255

LONDON.—For repairs to stables, &c., at Shot Tower Wharf, for the Westminster City Council: ‡Burton Bros., roof over No. 2 stable, &c., £36 10 ., roof of No. 4 stable, £25 10s.

‡ Recommended for acceptance.

LONDON.—For rebuilding flues and chimney stack, &c., in connection with boiler at the greenhouse, for the Westminster City Council:—

Wright & Son.....	£45	0	0
Burton Bros.	41	7	6
Myring & Son	40	15	0
‡A. Jamieson & Son, Uxbridge-road, Hanwell	28	5	0

‡ Recommended for acceptance.

SUNDERLAND.—For alterations to Backhouse's Bank, High-street West, Sunderland. Messrs. W. & T. R. Milburn, F.R.I.B.A., architects, 19, Fawcett-street, Sunderland:—

*J. W. White, Sunderland	£393
J. Huntley & Son, Sunderland ..	441
D. & J. Ranken, Sunderland	460
W. B. Cooper, Sunderland	515

Austrian
RUSSIAN and JAPANESE PRIME DRY
WAINSCOT **Oak**
SYDNEY PRIDAY,
KING WILLIAM HOUSE, 2a, Eastcheap, LONDON, E.C.
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